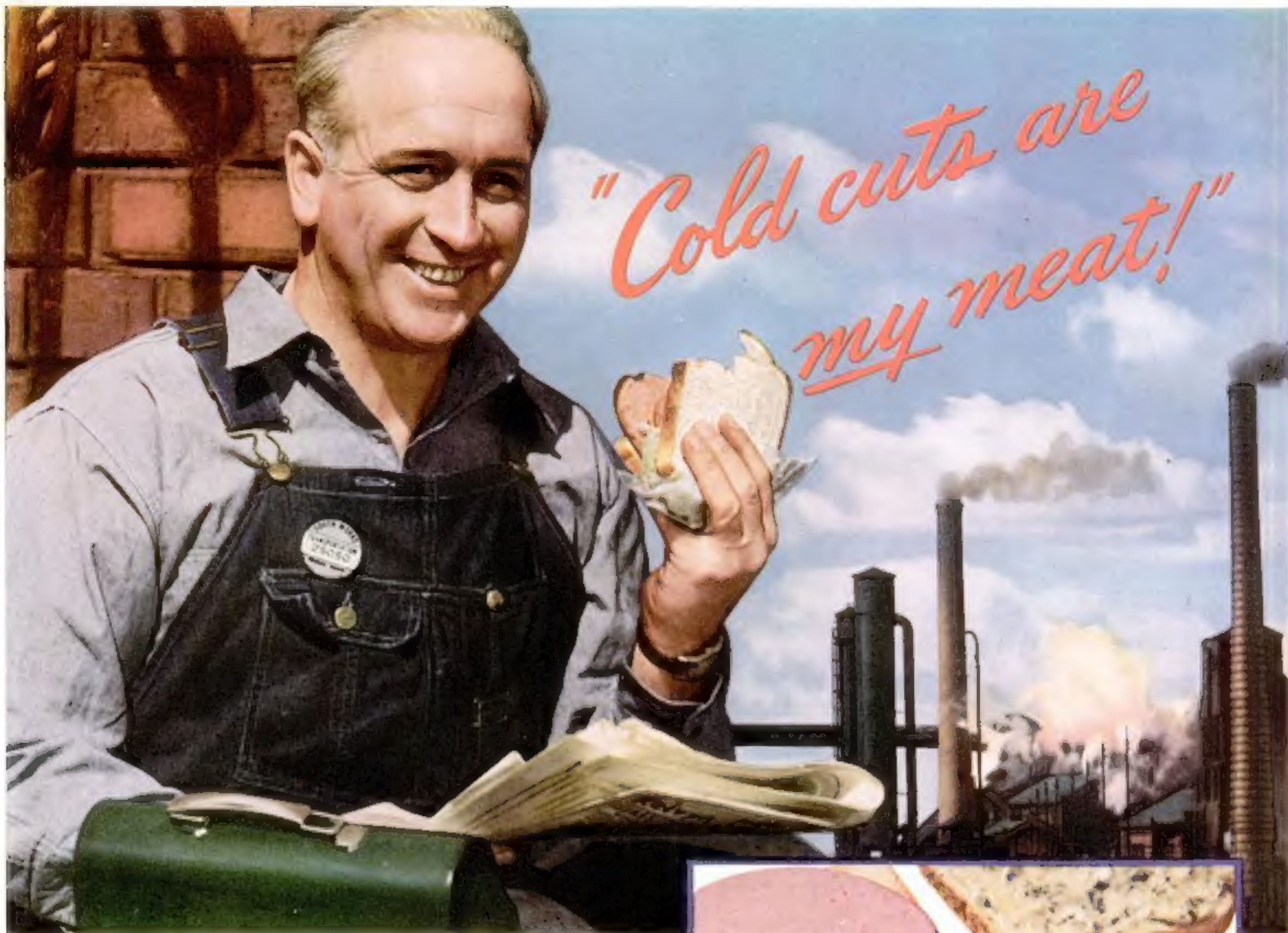


LIFE



SIKORSKY'S
HELICOPTER

JUNE 21, 1943 **10** CENTS
YEARLY SUBSCRIPTION \$4.50



"I need real meat sandwiches for my lunch on the job," says C. L. Sablin, locomotive engineer for large steel company.

—AND WHEN THEY'RE SWIFT'S PREMIUM, YOU GET EXTRA QUALITY, EXTRA GOODNESS FOR YOUR "POINTS"

Every bit is good food. No waste. Less than a pound of these meats, assorted, provides a nourishing, deliciously varied supper for four . . . or many sandwiches. (For a better-tasting, easier-eating sandwich—use thin slices of one or more kinds.)

Time and trouble savers. You buy these famous cold cuts sliced . . . ready for immediate use.

High quality protein, minerals and vitamins, the same as contained in the good meat cuts from which they are made, are your

"nutrition dividend" in Swift's Premium Table-Ready Meats. If you can't always get your favorites, take others. They're all grand.



Make this label your first choice in ready-to-serve meats.

Swift's Premium Table Ready Meats

If you'd like a copy of a helpful little folder entitled "Tempting Lunch Box Meals" drop a card to Martha Logan, Dept. LM-21, Swift & Company, Chicago, and a copy will be mailed to you without charge.

YOUR FIRST DUTY TO YOUR COUNTRY: BUY WAR BONDS



These Swift's Premium sandwiches provide fine nutrition, eating fun.

BOLOGNA (above)—Thin slices on enriched white or whole wheat bread spread with parsley butter.

PICKLE AND PIMENTO LOAF (above)—Thin slices on whole wheat bread spread with mayonnaise and horseradish.

BRAUNSCHWEIGER (below)—Thin slices in a round bun spread with mayonnaise mixed with minced raw cucumber or green pepper.



BEGIN EARLY TO GUARD AGAINST

Infectious Dandruff

with

Listerine Antiseptic

(Every time you wash his hair)



Pyrenopeziza ovale, the "strange" "bottle bacillus" regarded by many leading authorities as a causative agent of infectious dandruff.

THE TREATMENT

MEN: Douse full strength Listerine Antiseptic on the scalp morning and night. **WOMEN:** Part the hair at various places, and apply Listerine Antiseptic. Always follow with vigorous and persistent massage. Listerine Antiseptic is the same germicide that has been famous for more than 60 years in the field of oral hygiene.

MOTHERS know how often youngsters come home from school with scalp and hair showing those unpleasant scales. It may be the infectious type of dandruff—and that is nothing to laugh about.

Why not take reasonable precautions against the start of this all too common condition, with distressing flakes and scales, and the itching and irritation that so often go with it? Why not let Listerine Antiseptic help look after the health of your scalp?

When your youngsters wash their hair, which is probably once a week, why not see that they also

use Listerine Antiseptic and massage? Literally thousands of women use this helpful treatment for their children as well as themselves.

Kills "Bottle Bacillus" . . . Listerine Antiseptic gives the scalp and hair an antiseptic bath which kills millions of germs, including the stubborn "bottle bacillus." This tough little customer is regarded by many dermatologists as a causative agent of infectious dandruff.

As you apply Listerine Antiseptic and follow with massage (and let it be vigorous and persistent) the scalp reacts wonderfully . . . there's a sensation of wonderful freshness, cleanliness and invigoration that is simply delightful.

If you're not already using Listerine Antiseptic to guard against infectious dandruff, begin now! It

may be worth a lot to you and your family:

If Infection Has Started . . . And remember! If the infectious type of dandruff has already started, Listerine Antiseptic and massage is a sensible way to fight it—because it treats the infection as an infection should be treated—with germ-killing action. Don't forget that tests showed how Listerine Antiseptic used twice daily brought improvement to 76% of dandruff sufferers within a month in a series of clinical experiments, and that Listerine Antiseptic is a regular "standby" of thousands of men and women who are careful about their scalp and proud of its appearance. Lambert Pharmacal Co., St. Louis, Mo:

A CHALLENGE

We'll make a little wager with you that if you try one tube of the new Listerine Tooth Paste, you'll come back for more.

Listerine Antiseptic

This One



7UHW-015-WU90

Copyrighted material

"Reliance"

Keeping America Posted!

Well-posted men and boys all over the country, are cheering for soft, cool, comfortable Ensenada Suits! They can forget the weather—keep fresh, clean and crisp in these long-wearing Ensenada shirts, slacks and two-piece ensembles! Blues, browns, greens and tans, in plain colors or plaids. "In-and-outer" shirts with short or long sleeves. Two-way collars. Originated by Reliance—now more than ever, the most popular garment of its kind in all America!

RELIANCE MANUFACTURING COMPANY

212 W. Monroe St., Chicago, Ill.
New York Office:
200 Fifth Ave. • 1350 Broadway

MAKERS OF Big Yank Work Clothing
Aywon Shirts • Ensenada Suits
No-Tare Shorts • Universal Pajamas
Key Whitney and Happy Home Frocks

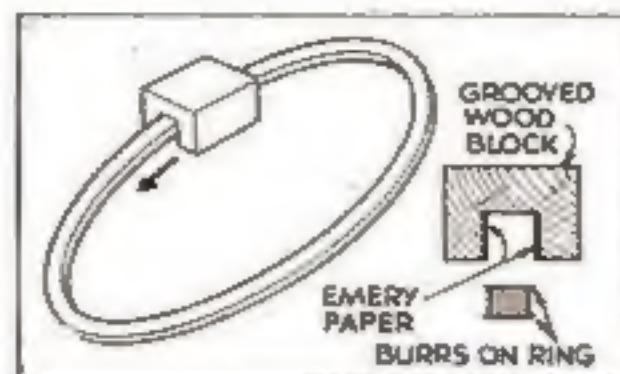


LETTERS TO THE EDITORS

MRS. PALMER'S PROBLEM

Sirs:

I work in a war plant and I read with interest your story on Mrs. Palmer's problem (LIFE, May 31). I suggest she take a small wooden block and cut a

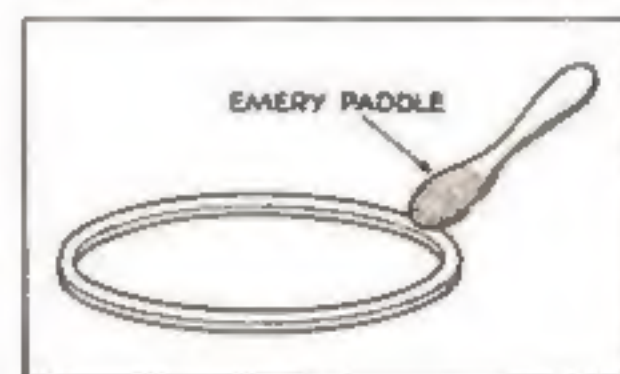


slot in it. The sides of the slot should be lined with emery paper and then it could be moved around the ring, to remove burrs.

ELLEN NIELSEN
Brooklyn, N. Y.

Sirs:

I suggest that Mrs. Palmer use a thin

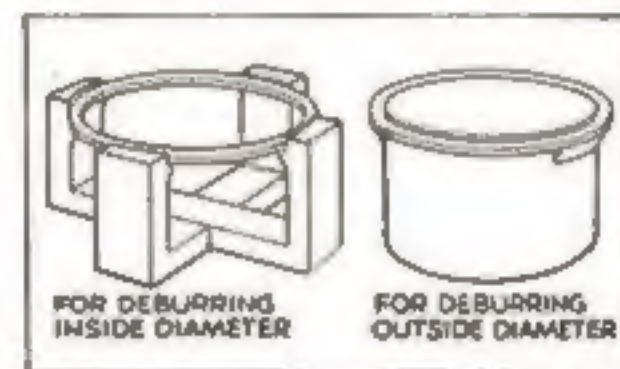


plywood paddle covered with emery paper.

RAYMOND E. LEARY
Brooklyn, N. Y.

Sirs:

Here are two rigs which might help

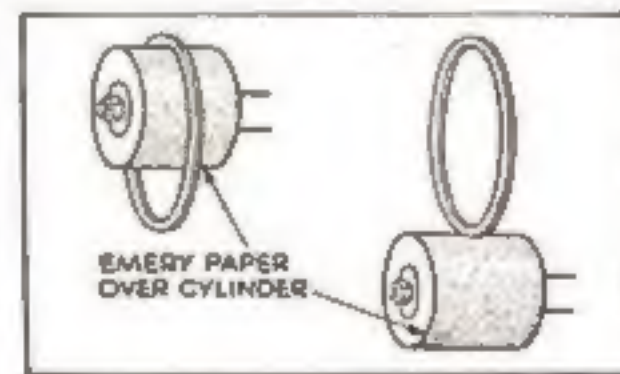


Mrs. Palmer solve her problem.

MAE CLINGER
Springfield, Ohio

Sirs:

Enclosed sketch shows a solution to the burr-removal problem. Cover cyl-



inder with emery paper and revolve by electric motor. Hold ring against the revolving cylinder for deburring.

JOHN E. FISHER
Lafayette Hill, Pa.

● To date LIFE has received a total of 727 suggestions for Mrs. Palmer's production problem, of which these seemed the most practical.—ED.

14TH AIR FORCE

Sirs:

I hope LIFE will take the earliest opportunity to correct an unfortunate blunder in publishing my article on the 14th Air Force in the April 12 issue. That article appears as if it were cabled from the field. Actually it was mailed from China early in January and its publication under a cable dateline made it appear as if it were describing conditions of late spring.

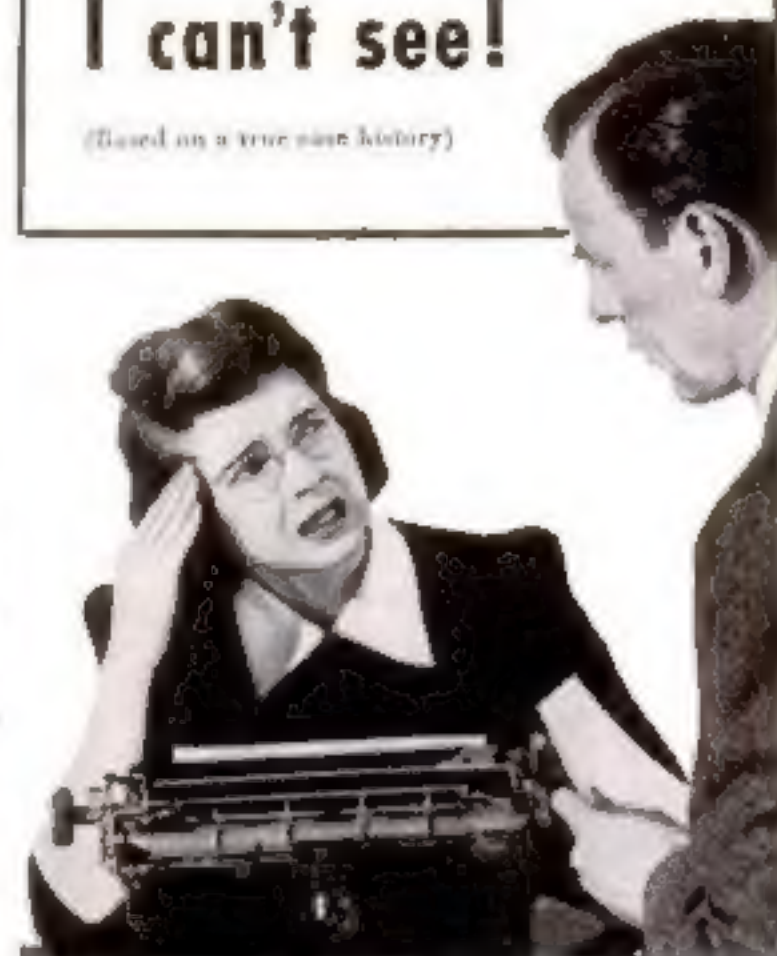
Such an impression has resulted in a grave injustice to the 14th Air Force. The article described the gay, buccanering days of the China Air Task

(continued on p. 4)

... Even if there are
four lights ...

I can't see!

(Based on a true case history)



I WAS MAD! "I don't care if there are four lights in this room," I repeated. "Something's wrong—I can't see my work!" "Then you'd better have your eyes examined," snapped my boss. "If anything's wrong, it's your glasses!"



AND HE WAS RIGHT! I did get my eyes checked again, and it wasn't the lights—it was me! "Your eyes are sensitive to glare," I was told. To absorb the extra light, Soft-Lite Lenses were prescribed in the same prescription as the glasses I'd been wearing. Now my eyes are fine!

Does glare trouble your eyes?

You can't always be sure about the cause of eye discomfort. Many people, like the woman whose story you just read, think that insufficient lighting is to blame. Often, the truth is that their eyes have changed. Sometimes lighting conditions aggravate glare sensitivity. The safest rule is to have your eyes examined.

ASK ABOUT SOFT-LITE

Soft-Lite Lenses are often prescribed where glare sensitivity is noted. Scientifically designed to filter out excess light, they provide the complete comfort of glare-free vision with needed correction. Soft-Lite Lenses are ground to your prescription in either single-vision or bifocal form. Made by Bausch & Lomb, they are slightly flesh-toned, less conspicuous and better looking. Ask about Soft-Lite Lenses next time your eyes are examined.

There is only
one Soft-Lite—identified
by this certificate.



Soft-Lite Lenses

Soft-Lite Lens Company, Inc.
745 Fifth Avenue, New York

AMERICA NEEDS YOUR EYES
HAVE THEM EXAMINED REGULARLY



"PLEASE MR. AND MRS. PUBLIC"

"Please think over the Long Distance calls you've made recently to war-busy centers. Won't you agree that some of them are unessential?"

"All of these calls can't be vital, but we don't know which are necessary and which are not. You who make them can best decide that."

"We have plans to spend a billion and a quarter dollars to take care of your needs after the war but we can't do much about it now."

"If you will ease up on calls that aren't really necessary, we'll do our best to get the vital calls through with little or no delay."

P. S.—This is serious.

BELL TELEPHONE SYSTEM



"All I'm askin' ye is... 'Why are ye needin' a shotgun?'"



MAN: I told you I need it on account of my secretary!

DETECTIVE: Now who's afraid of a slip of a girl like her? What's she been doin'?

MAN: Oh, things like this . . . I noticed we are buying less carbon paper, and I found she's using one sheet of carbon as many as 60 times!

DETECTIVE: Aha! An' your carbon copies are fuzzy as a goat's beard, an' ye cannot read 'em!

MAN: Sure I can! She's started using Roytype Park Avenue carbon paper, and getting up to 60 clean, clear, legible copies from each sheet. Look, this test copy proves it . . .

This is the 60th copy made with the same sheet of Roytype Park Avenue Carbon Paper, a product of the Royal Typewriter Company. This same sheet of carbon paper has been used 59 times before! The test was made by the United States Testing Company, Inc., one of America's largest independent testing laboratories. See what a clear, legible copy this 60th one is!

Laboratory test No. 5051-NY, issued March 19, 1941

DETECTIVE: Faith, it looks almost like a first copy! How does she do it?

MAN: She tells me that Park Avenue is made by the Royal Typewriter people, and it's deep-inked by a special process that soaks the ink right down into the paper. Also, Park Avenue has an extension edge that lets you reverse the sheet, top to bottom, so all areas of the paper can be used!

DETECTIVE: It's clever they are! An' this gem of a girl . . . why are ye after shootin' her?

MAN: The gun's not to shoot her with . . . it's to guard her. She's such a smart secretary I'm afraid somebody will steal her!

Complete line of carbon papers

THERE ARE MANY different carbon papers in the Roytype* line, made by the Royal Typewriter Company. One of these . . . it may be Park Avenue, or it may be another . . . will exactly fit your needs, depending on the particular type of work done in your office. Your local Royal Typewriter Representative will gladly show you the whole price range of Roytype carbon papers and help you choose the weight, finish, and quality best suited to your requirements.

ROYTYPE
Carbon Papers and Ribbons
made by the
ROYAL
TYPEWRITER COMPANY

*Trade-Mark Registered U. S. Pat. Off.,
Copyright 1943, Royal Typewriter Company, Inc.

LETTERS TO THE EDITORS (continued)

Force at the end of last year, when we were pioneering Oriental skies against incredible odds which almost cut off American supplies. In those days rough and ready methods were more important than modern streamline technique.

In the past four months the 14th Air Force has grown in power and streamline smoothness, and its discipline is now greatly changed from the old days. At present the American Air Forces in China yields nothing to any other outfit in smartness. The publication of my description of our early ragamuffinhood as still continuing is unfair to the strenuous efforts of Major General Chennault and his Chief Staff Brigadier General Edgar Glenn to improve conditions.

When we march down the streets of Tokyo, the 14th will be the smartest, slickest outfit to enter the Victory Parade.

T. H. WHITE

Chungking, China

ARABIA

Sirs:

In the article on Arabia (LIFE, May 31), it is interesting to note that dogs would "obviously be useless" in hunting the swift gazelle. As a matter of fact, the saluki, was used to hunt the gazelle as early as 5000 to 6000 B.C. The saluki is sometimes called the Arabian gazelle hound for it is the only hound fast enough



TWO PURE ARABIAN SALUKIS

and powerful enough to overtake a gazelle, often averaging 40 m.p.h. over the roughest going. He is trained from an early age to work with the falcon or sager, as it is called, and pursues the game by following the flight of the hawk. A saluki is spoken of as *El Har* or "The Noble One," and is granted every privilege—even admission to the sheikh's tent.

These beautiful hounds of the desert are very rare, and there are only about 100 of them in America today.

ESTHER BLIAS KNAPP

Valley City, Ohio

● Mr. Busch did not report seeing any Arabian gazelle hounds in Arabia.
—ED.

Sirs:

I was keenly interested in the article on the King of Arabia. It parallels much that I have had personally from Mr. K. S. Twitchell whom you mention in the article. I have known Mr. Twitchell ever since he first went from this country to Arabia 15 years ago. Much of the goodwill between our nation and Arabia is the result of his efforts to be of service to the Arabians. It was through him that the Standard Oil Co. of California received their large oil concessions. It was he who conceived the idea of pumping for irrigation, using windmills to accomplish the project. The possibility of developing a gold mine in Arabia was first recognized by him and his untiring efforts finally led to the successful operation of gold property. The King has intrusted Twitchell with several important commissions both in Arabia and abroad and seems to have great confidence in him in respect to economic affairs. So far as I know, Twitchell has never appeared in politics but has felt that it was his

(continued on p. 6)

G'BYE BOYS,
IT'S—
Bug-a-boo



Though Bug-a-boo is tough
on bugs,
It's kind to clothing, drapes
and rugs.
It's nice to use—won't spot
or stain—
A pine-like fragrance
will remain.

Bug-a-boo far exceeds minimum requirements of U. S.
Dept. of Commerce for an AA grade insect spray.



ALSO IN GLASS
**THE SUPER
INSECT SPRAY**

OTHER BUG-A-BOO PRODUCTS:
Bug-a-boo Moth Crystals—
Pleasantly pine-scented. They
give off a vapor which kills
the moth worms that damage
clothes. Sold in 1-lb., 3-lb., and
5-lb. packages with free bag
vaporizers included.

**Bug-a-boo Victory Garden
Spray—**Four ounces make 12
to 18 gallons of effective spray.
Kills or controls practically all
troublesome garden pests. Will
not clog sprayer.

**Bug-a-boo Products
BY SOCONY-VACUUM**

Buy at Leading Stores and Mobiloil Dealers

Introducing

the man of the year...

Mr. GR-S



Flashy little gent, isn't he? Mighty important, too... Shake hands with Mr. GR-S—Government Reserve Synthetic Rubber—the Man of the Year.

We've known him for quite a while. He's a temperamental fellow, and we've learned that in order to bring out his many superior qualities he must be handled differently from natural crude rubber.

So we turned Mr. GR-S over to the skilled chemists and technicians in our laboratories at Hood Rubber Company and B. F. Goodrich—men who have the "know how." They understand the differences between synthetic rubber and natural rubber and have devoted months of study to the new problem of compounding, processing and manufacturing rubber footwear with synthetic rubber.

These chemists have directed production of hundreds of pairs of GR-S rubber footwear, and today these products are standing up in actual wear tests under the most extreme conditions.

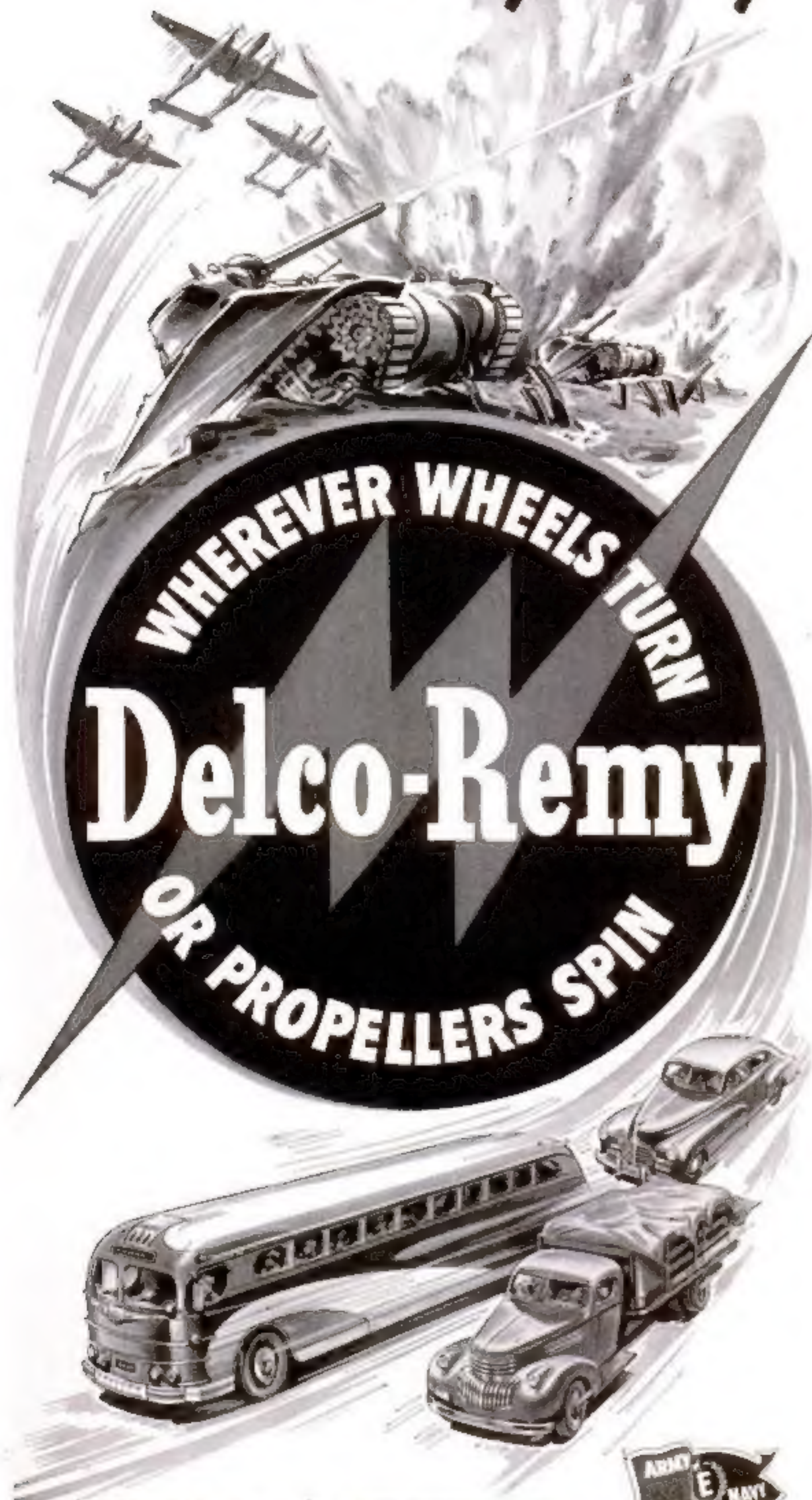
This research is your assurance that when synthetic rubber footwear comes to you bearing either one of these names—Hood or B. F. Goodrich—it will have behind it many months of successful experimenting and testing.

This is a Hood contribution to the effort and the vision of the B. F. Goodrich Company, and others in the rubber, petroleum and chemical industries, who have given America one of the most important developments of our time—synthetic rubber.

FOOTWEAR LABORATORIES AND FACTORY • WATERTOWN, MASS.

Hood Rubber Co.
A DIVISION OF
B. F. Goodrich
FIRST IN RUBBER

On Battlefield and Highway



Delco-Remy
ELECTRICAL EQUIPMENT
AND DELCO BATTERIES
DIVISION OF
General Motors

FOR VICTORY BUY UNITED STATES
WAR BONDS AND STAMPS

Automotive

★ **Aircraft** ★

★ **Tractor** ★

★ **Marine** ★

LETTERS TO THE EDITORS (continued)

job to make good in Arabia the reputation of American and British firms for fair dealing.

FREDERICK F. SHARPLESS
West Chester, Pa.

● To Mr. Twitchell, LIFE is indebted for technical help on its article on Arabia.—ED.

Sirs:

In your forthcoming article concerning Zionism, I hope cognizance will be taken of the many Americans of Jewish faith who do not favor Zionism.

BARBARA REESE
New York, N. Y.

THEORETICAL SHELF

Sirs:

Your essay, "The Oceans" (LIFE, May 31), is partially incorrect. The continental shelf is merely a fallacy. Actually it may exist but probably it is due to incomplete measurements and overtheorizing. Yours for scientific truth.

CORP. FRANCIS N. BOSCO
Fort Belvoir, Va.

● Reader Bosco's search for scientific truth should eventually carry him to the U. S. Coast and Geodetic Survey whose 2,000,000 soundings along the nation's coastline make a record sufficiently complete to remove the continental shelf from the category of theory.—ED.

THE AMERICAN DEAD

Sirs:

Your editorial, "The American Dead," was grand. If the majority of our people could abide by it, it would indeed help not only the morale of our service men, but also their wives.

KATHRYN W. WHEELER
Washington, D. C.

Sirs:

I wish to thank you in behalf of my buddies and myself for your editorial in LIFE, May 31. There is certainly a lot of truth in it and it touches on the sentiment in any serviceman's heart who loves his country.

PVT. M. C. LOVE
Fort Francis E. Warren, Wyo.

PRISONER PACKAGES

Sirs:

In your story, "Prisoners of War" (LIFE, May 31), you have a picture of captured American fliers in Germany and you quote a letter from Lieut. A. L. Graham Jr. of the Air Forces to his mother in which he tells her that she can send a food parcel every three weeks. This man seems to have the same idea as my son, also a prisoner, who insists we can send packages more frequently than at the 60-day interval determined by the War Department.

This is a matter of such great importance to all these boys of ours that I wish we could get the right answer.

R. W. KIMBALL
Minneapolis, Minn.

● An 11-lb. supply package and six cartons of cigarets every 60 days are the maximum which may be sent to U. S. prisoners in Germany and Italy. Arrangements have not yet been made for getting packages to U. S. prisoners in Japan.—ED.

FIRST JEEP ON STAGE

Sirs:

In your story, "Waacs Make Stage Debut" (LIFE, May 31), there is the statement, "Jeep Jive features all-time



PUZZLE PICTURE

Find the man who's
got you covered

You are now looking into the business end of the world's best automatic. "Best" from that camouflaged Yank's point of view. "Worst" from where you'd be if you were out there.

When the boys get rigged up in their new jungle outfits they are something to see! (Try and do it.)

We are furnishing fasteners to hold their monkey suits and camouflaged helmets. These are typical of scores of small but important fastening jobs where United-Carr's long experience and modern-mindedness are especially applicable.

UNITED-CARR FASTENER CORP., Cambridge, Mass.

DOT FASTENERS

(continued on p. 8)

DODGE DEPENDABILITY on the battlefronts...



ONCE again Dodge dependability is being proven on the battlefronts of the world. Again, Dodge is demonstrating its fundamental strength, resourcefulness and dependability.

Dodge owners throughout America take personal pride in the striking facts — that Dodge Trucks were the first combat vehicles ashore with American soldiers when the invasion of Africa took place. They were also the first military vehicles to penetrate the wilderness road to Alaska.

The twenty-eight year history of Dodge is one of precision craftsmanship applied to automotive vehicles in

time of peace, and then re-applied to the arms and munitions of war whenever America's need requires.

The Dodge record of today is a greatly enlarged repetition of its outstanding performance three decades ago when General Pershing himself gave commands from a Dodge vehicle, and when basic parts of the famous French 75 cannon had their American production in the original Dodge plants.

Today finds Dodge factories and Dodge dealers again intimately joined in the total effort of the war. Again the factories are producing in whole or in part, arms, munitions, instru-

ments and many varieties of combat vehicles for war. The Dodge dealers, at the same time, are everywhere helping to maintain, with factory engineered parts and approved service, Dodge cars and trucks in essential use.

[WAR BONDS ARE YOUR PERSONAL INVESTMENT IN VICTORY]

DODGE

DIVISION OF CHRYSLER CORPORATION



On almost every battlefield the Red Cross on thousands of Dodge vehicles tells its own moving story. These vehicles of mercy are almost beloved by medical staffs, nurses and patients for their unfailing dependability.



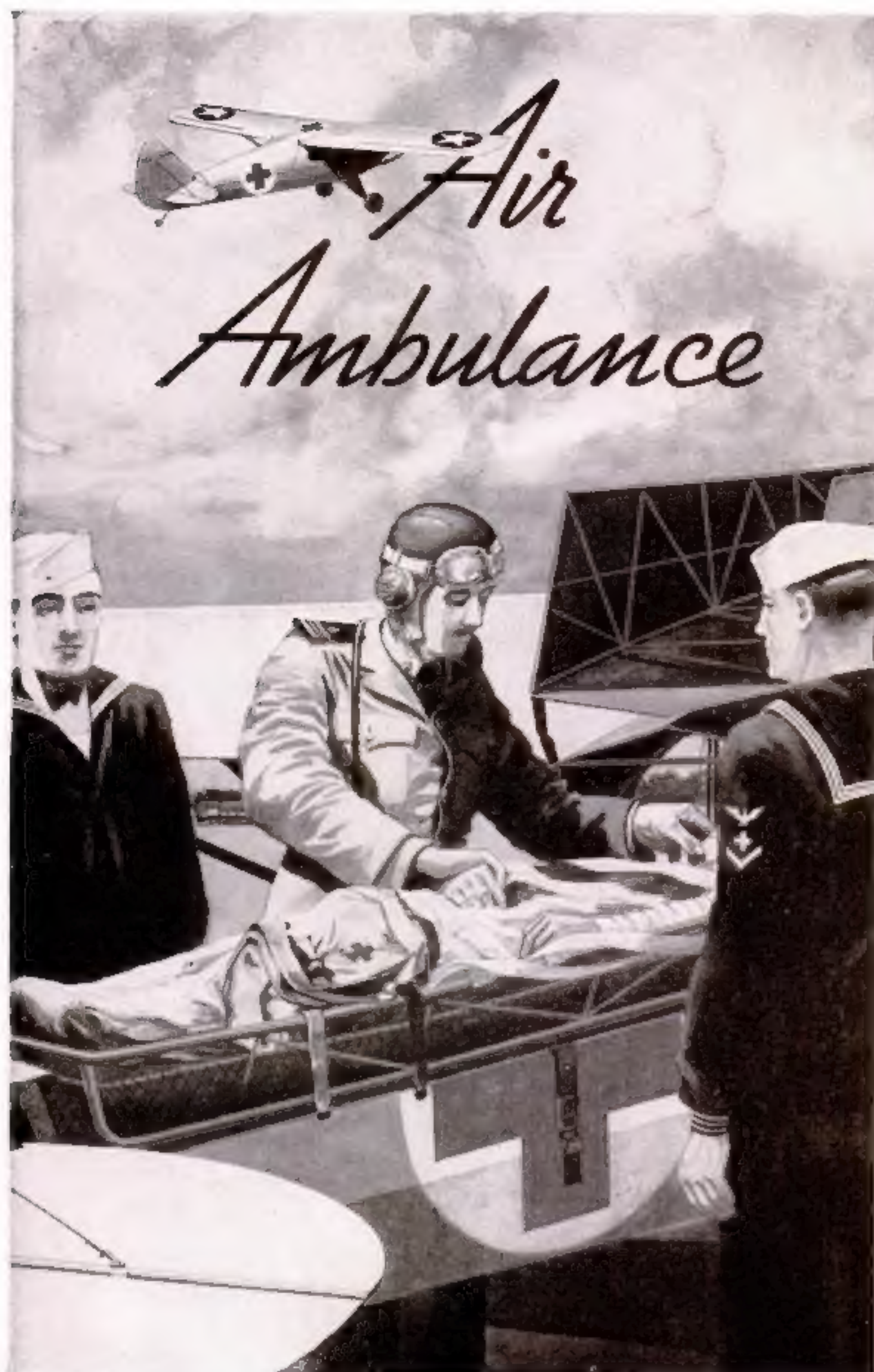
Dodge again fulfills an historic role with its sturdy vehicles of war. Dodge trucks were the first ashore with American troops when the invasion of Africa occurred and first, also, to penetrate the wilderness road to Alaska.



Twenty-eight years of dependability has qualified Dodge to do intricate and delicate manufacturing jobs. There is no better war example than the fabrication of vital parts for the famous Bofors anti-aircraft gun.



Dodge ability to handle precision manufacturing is exemplified by the Gyro-Compass. Mass production of this dependable instrument helps fighting and cargo ships navigate more safely. Gyro-Compass shown during test in Dodge Plant.



IT'S a vital role the Piper HE-1 Ambulance Plane is playing... a role that is saving many American lives! Landing in small fields where most planes could not operate, the "Air Ambulance" picks up a casualty and carries him, comfortably enclosed under the plane's hinged turtle deck, to a base hospital.

Built especially for the Navy, it adds another page to the story of services rendered our Armed Forces by Piper Cub planes. The important parts played by this "Air Ambulance" and the famous Piper L-4 "Grasshopper" daily bring victory nearer!

And, when peace comes, the lessons learned and the developments made during this war will combine to bring you a superb peacetime Piper Cub plane. In it, you'll fly to your favorite vacation spots and streamline your business trips. Then small airports and highway landing strips will dot the country. And, light airplanes will dominate the air just as popular-priced automobiles dominate the road!

FREE BROCKET ON HOW TO FLY. Send today for your copy of the easy-to-understand booklet "You, Too, Can Fly!" If you also want the full-color Piper catalog, enclose 10c in stamps or coin for postage-handling. Piper Aircraft Corporation, Department L63, Lock Haven, Pennsylvania.

16mm. SOUND FILM—"The Construction of a Light Airplane" now available. For point of nearest distribution, write the producer: Supervisor, Audio-Visual Aids, Extension Services, Pennsylvania State College, State College, Penna.

PIPER *Cub*

POINTS THE WAY TO WINGS FOR ALL AMERICANS

LETTERS TO THE EDITORS

(continued)

first appearance of jeep on any stage." The enclosed picture of the stage of the Radio City Music Hall was snapped in January of this year and shows "Pvt."



JEEP ON MUSIC HALL STAGE

Albert Gifford standing in a jeep and singing *I Left My Heart at the Stagedoor Canteen*.

LIEUT. JACOB F. GREGORY
New York, N. Y.

Sirs:

With my own eyes I saw a jeep on the stage of the University of Nebraska Coliseum on the night of Dec. 4, 1942, on the occasion of the Military Ball.

H. J. NORMAN JR.
Lincoln, Neb.

Sirs:

In June 1942 I witnessed the first appearance of a jeep on any stage in Fort Bragg, N. C.

FRED FRANKL
Waterbury, Conn.

Sirs:

I used a jeep in May 1942 in my production of the *Follies of the Forty-Ninth* at Harding Field, Baton Rouge, La.

SGT. WALTER ARMITAGE
Dale Mabry Field, Fla.

"TOMORROW THE WORLD"

Sirs:

This is the first time in my life I have ever squawked to a newspaper or a magazine. However, I feel that as producer of *Tomorrow The World* I must protest at the manner in which LIFE has handled the picture story on this play in the issue of May 31.

I have reference to two sentences: "As a play, it leaves much to be desired," and, "Its acting, especially that of Ralph Bellamy in the role of a tweedy, pipe-smoking, regular cheer-for-the-team professor, is often pure ham."

We were led to believe you were going to print the news, or facts, about *Tomorrow The World*. Among these facts might be that the play is a big hit; it deals with a timely, provocative, perhaps sensational subject matter; a 12-year-old actor never before on the stage has made an enormous success; Ralph Bellamy has returned to the stage after 13 years in Hollywood.

I have never before read a notice in which a critic called an actor a ham. May I say that I have taken the trouble to reanalyze all the reviews since your article appeared. Not a single critic—not even one—agrees with your "ham" estimate. Every single critic has praised the acting and most of them have picked out Mr. Bellamy for particular praise. I am sure that you do not condone injuring a serious, hard-working, successful artisan by calling him a ham, which is the equivalent of calling a lawyer a shyster. Since LIFE is absolutely alone in its opinion of the acting, should it not at least have said it was an isolated opinion?

THERON BAMBERGER
New York, N. Y.

● LIFE may be wrong in its estimate of Mr. Bellamy's acting.—ED.

Amazing Professional Mothproofing Method now available for home use



NO ODOR - NO WRAPPING - NO STORING AWAY

Just a few minutes spraying with LARVEX—and Mrs. Neal has saved her husband's new suit from moth holes for a whole year.

WHY? Moths will actually starve to death before they will eat LARVEXED clothes, sofas or rugs!

This is the professional mothproofing method used by leading woolen mills, laundries and dry cleaners.

And, LARVEX is inexpensive—only 79¢ per pint, \$1.19 per quart. Dry-cleaning won't impair its year-long protection. Use LARVEX—be safe!

► LARVEX IS DIFFERENT



QUICK! A few minutes with LARVEX will mothproof a woman's coat for 12 months!

... **CHEAP!** Just one LARVEXING will mothproof this \$89 upholstered chair for a year!



SURE! See this spectacular display at your Larvex dealer's. A covered dish showing treated and untreated cloth with live moth worms. Proof right before your eyes that moth worms will not eat Larvexed fabrics!



At All Drug and Department Stores
Larvex, New Brunswick, N. J.

**ONE SPRAYING
MOTHPROOFS FOR
A WHOLE YEAR..**

LARVEX

Registered Trade Mark



If that's what the Luftwaffe is using ... our SYNTHETIC RUBBER will beat it!

"TO protect aircraft from incendiary fire the Luftwaffe is using a bullet-puncture-sealing petrol tank built of a composition of fibre, buckskin and raw rubber, with an inner lining of thin vulcanized rubber."

So the British reported shortly after the outbreak of war in 1939.

This was vital information to American aviation engineers. Could Yankee ingenuity devise superior fire-protection? Goodyear was consulted—since Goodyear had developed the first successful self-sealing fuel tank for the U. S. Air Corps at the close of World War I.

Goodyear chemists pointed out that this

German tank was not suitable for the high-octane aromatic gasoline burned in American engines; that U. S. fuel "softened up" rubber far more rapidly than the lower-test gas used by the Nazis. The real answer, they advised, was a liner



that had proved its complete impermeability to gasoline—a synthetic rubber like Goodyear's Chemigum.

That was nearly four years ago. Today

all American battleplanes are protected with fuel tanks lined with Chemigum or a similar synthetic—tanks so efficient they self-seal bullet holes in a twinkling—tanks that are saving the lives of many of our boys.

Unfailing resistance to solvents is only one of the reasons why synthetics are fast replacing natural rubber in many usages. Today all the Chemigum Goodyear can produce is needed for fuel tanks and other military purposes. But the time is coming when Chemigum's superior resistance to oxidation and oil will be available to the public in tires and other products, sold under the quality standard of the greatest name in rubber.

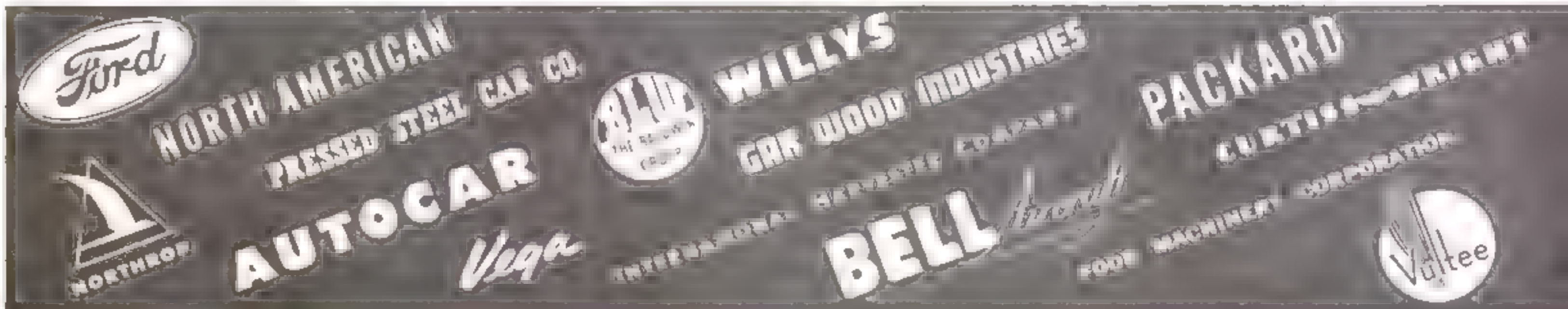
GOOD YEAR

THE GREATEST NAME IN RUBBER

Chemigum (pronounced Kemo-gum)—T.M. The Goodyear Tire & Rubber Company



Sparton is proud of its continued association — through peace and war — with important manufacturers, a few of whose insignia are shown below:



"...and they'll come marching down our street!"

Bells will ring, bands play, flags wave — that day when we welcome our heroes home.

You will be there too, son, adding your shrill treble to the din.

Not quite understanding why there should be a lump in your throat and tears in your eyes.

Then we shall all turn our faces forward—

To a way of life in which lads like you can grow up straight, strong and safe — knowing neither want nor fear.

To a world that can offer jobs, homes, opportunity for all.

Sparton, right now, is making an investment in that future.

We are sharpening old skills on new war tasks.

Building horns, sirens and warning signals of all types.

Plus a wide variety of special *matériel*.

A total of 14 major products —

Including highly technical equipment to meet the exacting requirements of the Radio Division of the Signal Corps.

After Victory — what?

From these same Sparton plants will come new and finer electrical products for the automotive, marine and aviation fields.

New, rich-voiced Sparton Radios, too. And other exciting products for the home.

Plan ahead with Sparton.

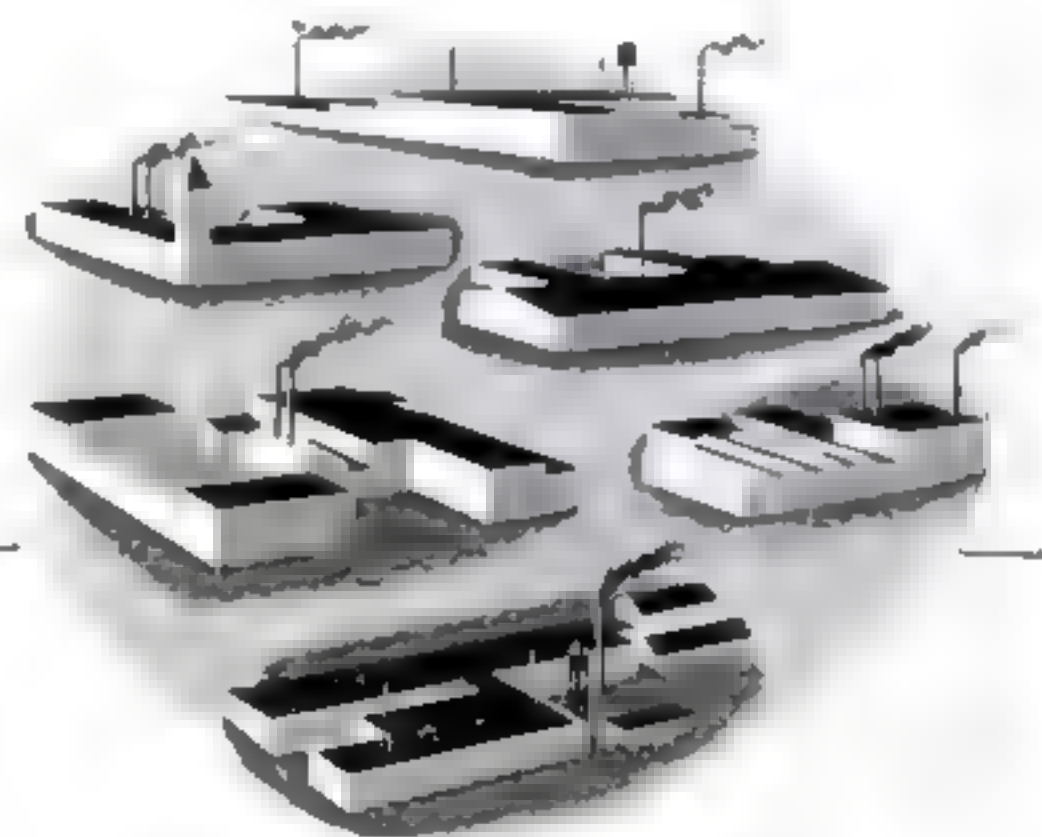
Peace will be only the beginning — not the end.

SPARTON

Precision Electrical Manufacturers Since 1900

Plan Ahead With Sparton! Our 43-year experience in electrical precision manufacture can be applied to advantage in the development of a wide variety of products in many fields. We invite correspondence with others who are interested in post-war marketing opportunities, in which our specialized type of experience can be invaluable.

THE SPARKS-WITHINGTON COMPANY - JACKSON, MICHIGAN
SPARTON OF CANADA, LIMITED, LONDON, ONTARIO



Today, six great Sparton plants are producing precision-built mechanical and electrical equipment for every battlefield.





SEVEN FAMILIAR SCENES ARE BEING POSED AND PHOTOGRAPHED HERE



Real marines, back from active duty, pose under lights for advertisement for Commando Fruit (Florida grapefruit) while Bert Pagano sets camera. Left, back camera monkey; right, lights smoke bomb.



Murder for the Dell detective magazine is directed by Bert Pagano, guiding ax. Cutsup bottle (right) is for blood effects. This stable scene often appears in Vogue fashion ads.

SPEAKING OF PICTURES . . .

. . . THESE SHOW HOW ADVERTISING ART IS MASS-PRODUCED

The surrealist bellman on the opposite page is the hard working studio of two New York advertising photographers, Bert and Gray Pagano. In this one big skyglazed room, 30 ft. high and 125 ft. long, once built as the biggest indoor tennis court in New York, can be found an operating room, Southern veranda, murder, layoff, foxhole, beach and lazy staidoor. On these im-

connected scenes beat 4,000 amperes of light. Around them roosts hairdresser, maids, dressmaker, stylist, carpenters, photographers, prop girl, camera assistants. Normally sets are screened in, so models and assistants may not flirt with one another, but here marines are in a position to flirt with everybody except the corset ad. These wonders are possible only because seven rich

men, headed by Marshall Field and Richard Hoyt, built a \$1,000,000 play club on a New York side street in 1931. The seven grew to 70 but the war dissolved the membership and the club was rented to the Pagano studios. The swimming pool was converted to a storage bin, the squash courts are dark rooms. The doors of the barn, stable and house open into offices and workshops.

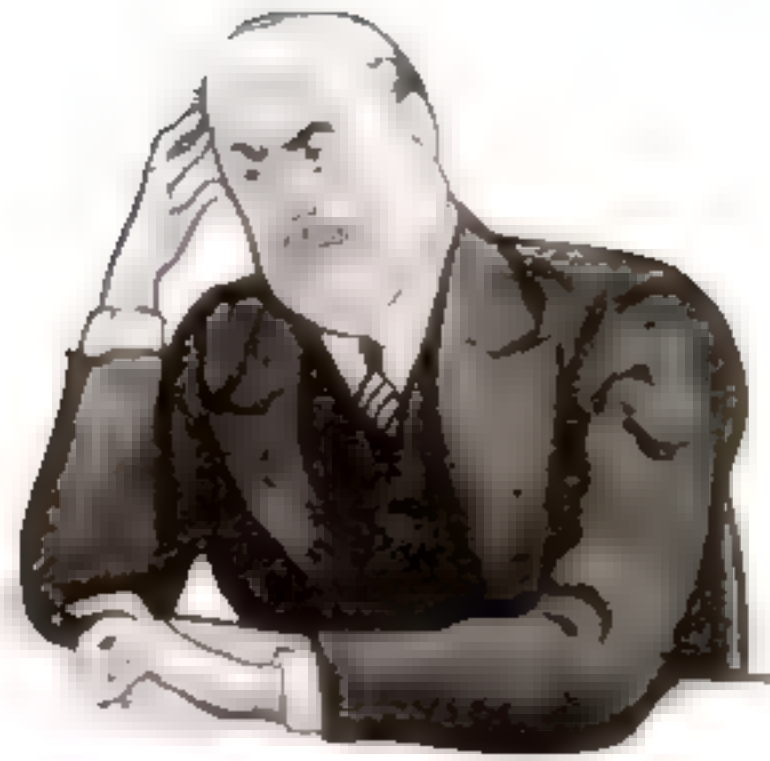
A corset from Mary's is modeled against an Argentine tower also used in the next Sears Roebuck catalog. Settee Model Helene Hudson's parsimony coat on chair at left. Photographer: Richard Barnhart.



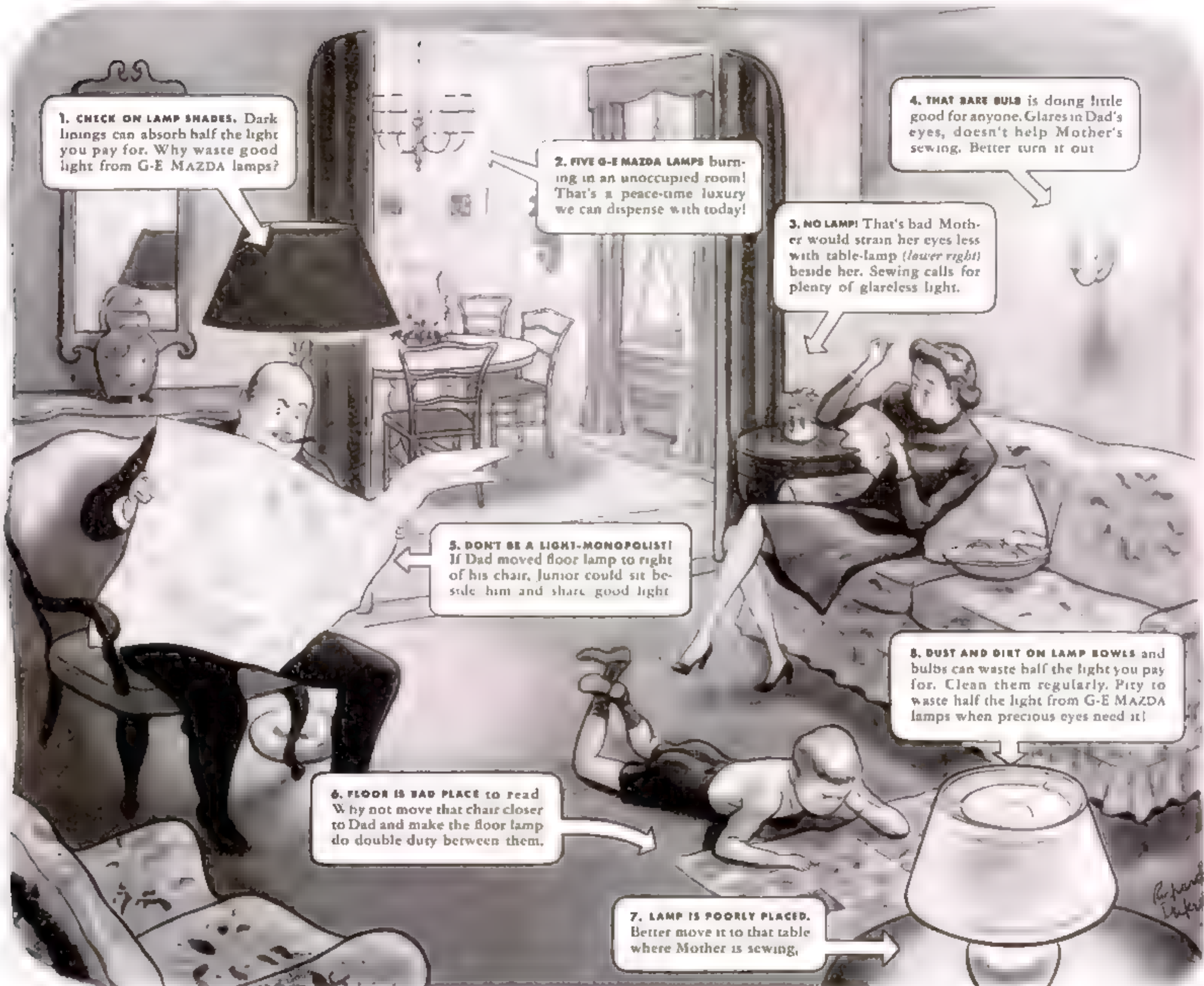
Farm girls in hayloft wait for a bale being pulled languidly up to them. This was a test for a harvest cover for September magazines. Photographer is Harriet Orr in white coat.



How many of these lighting mistakes are you making?



TO HELP you protect eyes at home, and to aid in the conservation of critical materials, General Electric asked its home lighting experts to list some of the common mistakes made in home lighting. If you follow these simple suggestions, you'll get more useful light from G-E MAZDA lamps—and you'll be helping to save both materials and electricity.



Turn in the G-E MAZDA lamp radio show Sunday, 10 p. m. E.W.T. N.B.C.

9. GOOD EYESIGHT is one of our most valuable national resources. So have your eyes examined regularly. And remember, G-E research has

worked for over half a century to give you more light for your money. Don't throw away those years of research. *Don't waste light!*



G-E MAZDA LAMPS

GENERAL ELECTRIC

SPEAKING OF PICTURES

(continued)



Southern garden scene is posed for Rivercool rayon advertisement (later changed to two girls), while assistant (right) holds a reflector on knees. Plants are home-grown.

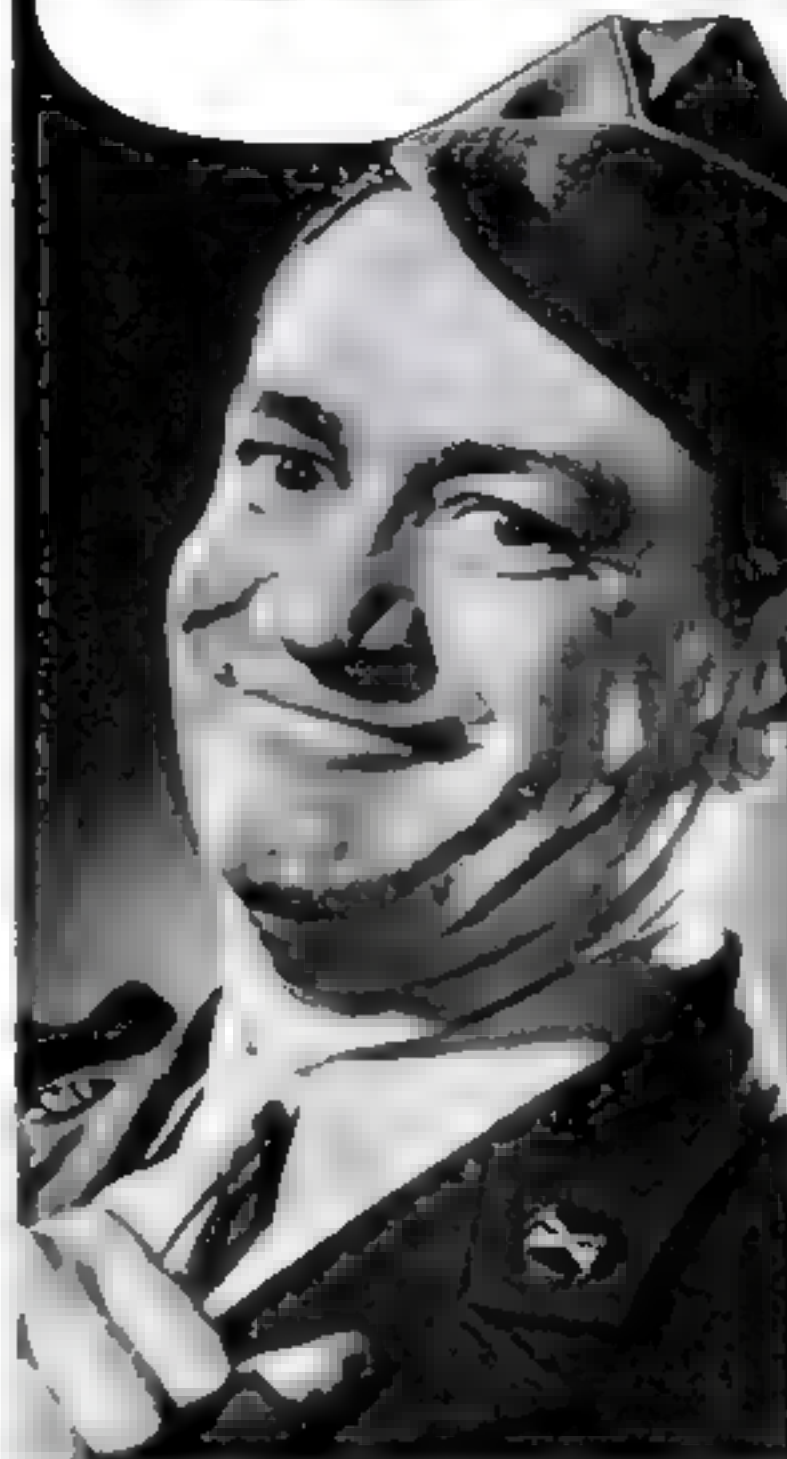


Operating theater is stock shot for Johnson & Johnson hospital supplies. Prop Girl Jean Lytell watches for errors. Glass brick at right is good set for factories and offices.



Beach scene, good for anything, with fans (foreground) blowing girl's hair, includes bottles of beer and glass beakers. A similar shot was used for Abercrombie & Fitch.

**I SEEN MY DUTY
AND I DONE IT!**



HERE WAS THIS ROOKIE GETTIN' INTO TROUBLE AND BEIN' A MILITARY HEADACHE ALL OVER CAMP! I FIGURE IT'S ON ACCOUNT SOME DAME HAS BUSTED HIM—AND I FIGURED RIGHT!



HE CAN'T DOPE IT OUT. SO I SEE MY DUTY—AND I WISE HIM UP ABOUT THAT BREATH OF HIS. I TELL HIM TO HIGHTAIL IT TO HIS DENTIST. WHICH HE DOES...



THE ROOKIE SEES HIS DENTIST!

TO GET R.I.D. OF BAD BREATH, I RECOMMEND COLGATE DENTAL CREAM! FOR SCIENTIFIC TESTS PROVE THAT IN 7 OUT OF 10 CASES, COLGATE'S STOPS ORAL BAD BREATH INSTANTLY!



COLGATE'S ACTIVE PENETRATING FOAM GETS INTO THE HIDDEN CREVICES BETWEEN TEETH—HELPS CLEAN OUT DECAYING FOOD PARTICLES—STOP STAGNANT SALIVA ODORS—REMOVE THE CAUSE OF MUCH BAD BREATH



AND THANKS TO ME AND COLGATE'S, HE GETS HIS STR.PES—AND THE DAME CHANGES HER MIND AND MARRIES THE GUY!



COLGATE'S SURE DOES A JOB OF CLEANING AND POLISHING TEETH, TOO!



IT CLEANS YOUR BREATH WHILE IT CLEANS YOUR TEETH

Tune In! CAN YOU TOP THIS — Saturday Night — NBC Network



"He wouldn't use Mum—so naturally
I shot him!"

MOST women have strong convictions about underarm odor in men. Girls use a deodorant; why can't the boys reciprocate?

Fortunately, more and more men are doing so all the time—Mum is becoming a habit with men who are successful in business and

sought-after socially. It appeals to them—takes only 30 seconds to apply, yet protects for hours. Harmless to skin, likewise clothing.

Remember—a bath removes only past perspiration—get Mum and guard against risk of future underarm odor. At your druggist's today!

Product of Bristol-Myers

MUM TAKES THE ODOR OUT OF PERSPIRATION



PLEASE, LORD!
—turn their binoculars this way!

In a wave-tossed rubber raft, survivors from a lost bomber are wild with hope as a distant plane cuts across the sky.

Saved? Not yet!... Only with binoculars could the men in the plane possibly see them. But those binoculars may be too intent on other objectives to spot that tiny raft. If so, only prayers can help: "Please, Lord! Turn their binoculars this way!"

Every minute, day and night, our men use binoculars to save lives, uncover ambushes, warn of subs, sight enemy aircraft.

Wherever your boy is, binoculars are keeping watch—helping him and his comrades to destroy our enemies, and hasten Victory.

THESE FIGHT TOO! Universal is now making binoculars for our armed forces and the United Nations. It has pioneered in many new methods of production and assembly of lenses, prisms and precision optical instruments—significant contributions to America's future leadership in this specialized field.

Remember Your Pledge To Buy War Bonds, And Live Up To It!



UNIVERSAL CAMERA CORPORATION

NEW YORK • CHICAGO • HOLLYWOOD
Makers of Precision Photographic and Optical Instruments • Pioneering Manufacturers of Cinemascope, Mercury, Corvus Cameras

LIFE



LIFE'S COVER: This picture is amazing but not in the way it looks. It looks as if Igor Sikorsky were doing a strong-man act, holding up helicopter and Pilot Les Morris with one hand. Actually, the helicopter is hovering right over Sikorsky's hand which is itself a feat more amazing than any strong-man stunt. A discussion of Igor Ivanovitch Sikorsky's wonderful flying machine begins on page 80.

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Inside Paramount

Published Here
Every Month

Firm in its belief that versatility is the best policy, Paramount presents an array of summer entertainment that covers far-flung amusement fronts.



From the solid south comes a "solid" song-show, in Technicolor, to add to the lengthy list of Paramount hit musicals.

The title is **DIXIE**, and it co-stars that supremely popular pair—Bing Crosby and Dorothy Lamour!

There are an even dozen songs, and Bing sings some of them into the lovely ear of blonde Marjorie Reynolds, his "Holiday Inn" sweetheart.

Their romance is built around the fascinating story of how "Dixie" (the song) was born in the minstrel show world of the old south, delightfully depicted by director A. Edward Sutherland.

It's gay down south in "Dixie." You'll see it soon.

Meanwhile, from behind the scenes in Africa comes **FIVE GRAVES TO CAIRO**—the amazing adventure of a corporal and a girl who stole the Five Secrets Rommel had counted on for victory.

"Five Graves" had its premiere almost day and date with the Nazi surrender. Now excited crowds everywhere are hailing this first story of the "Desert Fox," superbly acted by von Stroheim.

Featuring meteoric Alan Ladd on the war's first front, **CHINA**, after a premiere furore that made headlines for days in the New York press, is likewise registering a phenomenal success in its current nation-wide engagements.

Coming soon—a gallant love story of our nurses on Corregidor—**SO PROUDLY WE HAIL**, starring Claudette Colbert, Paulette Goddard and Veronica Lake.

And on the home front, see your government's exciting film, "PRELUDE TO WAR," and buy war bonds as a prelude to victory is the advice of

Paramount Pictures

Something we all must do ★ ★

Keep Healthy!

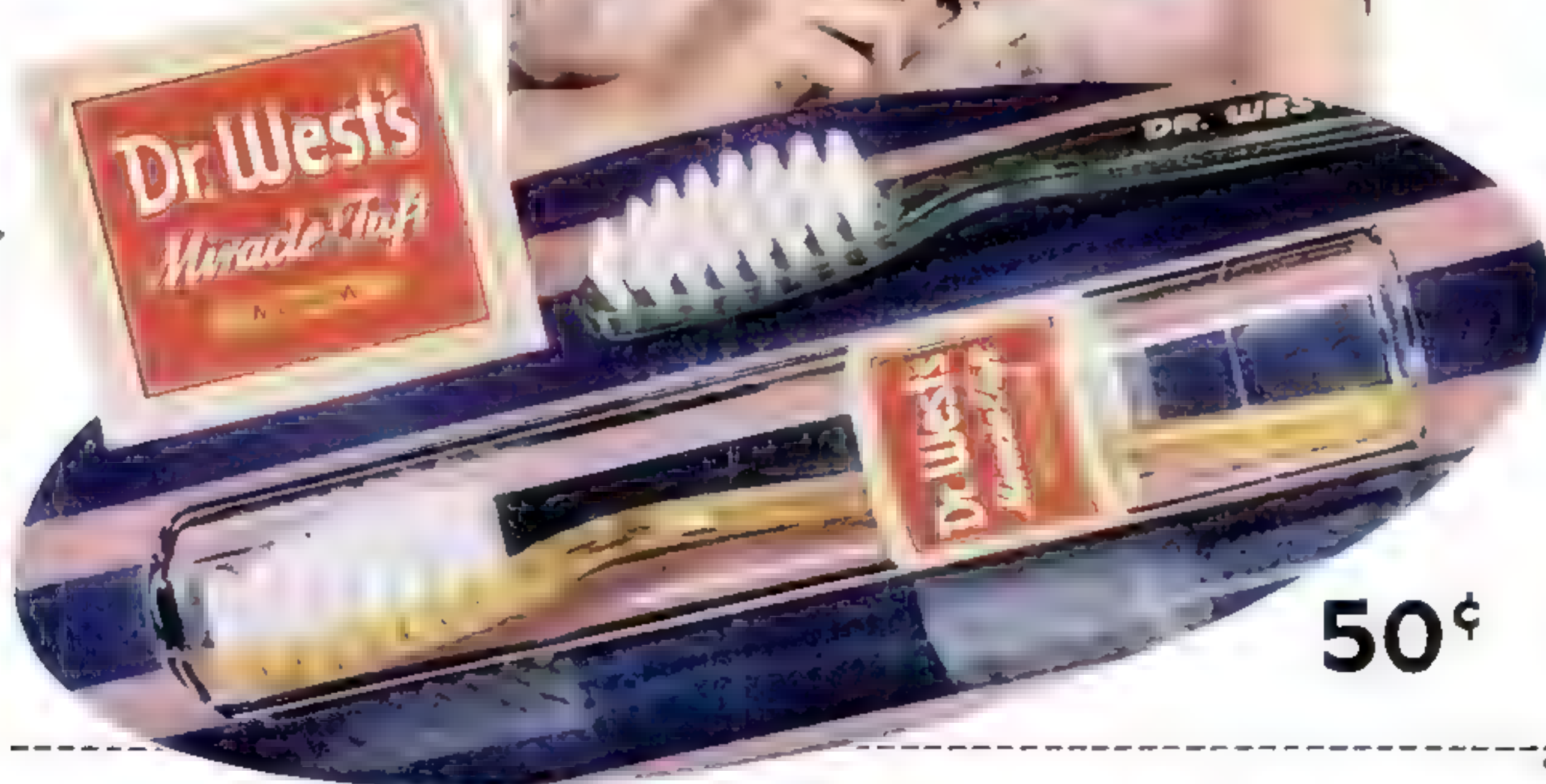
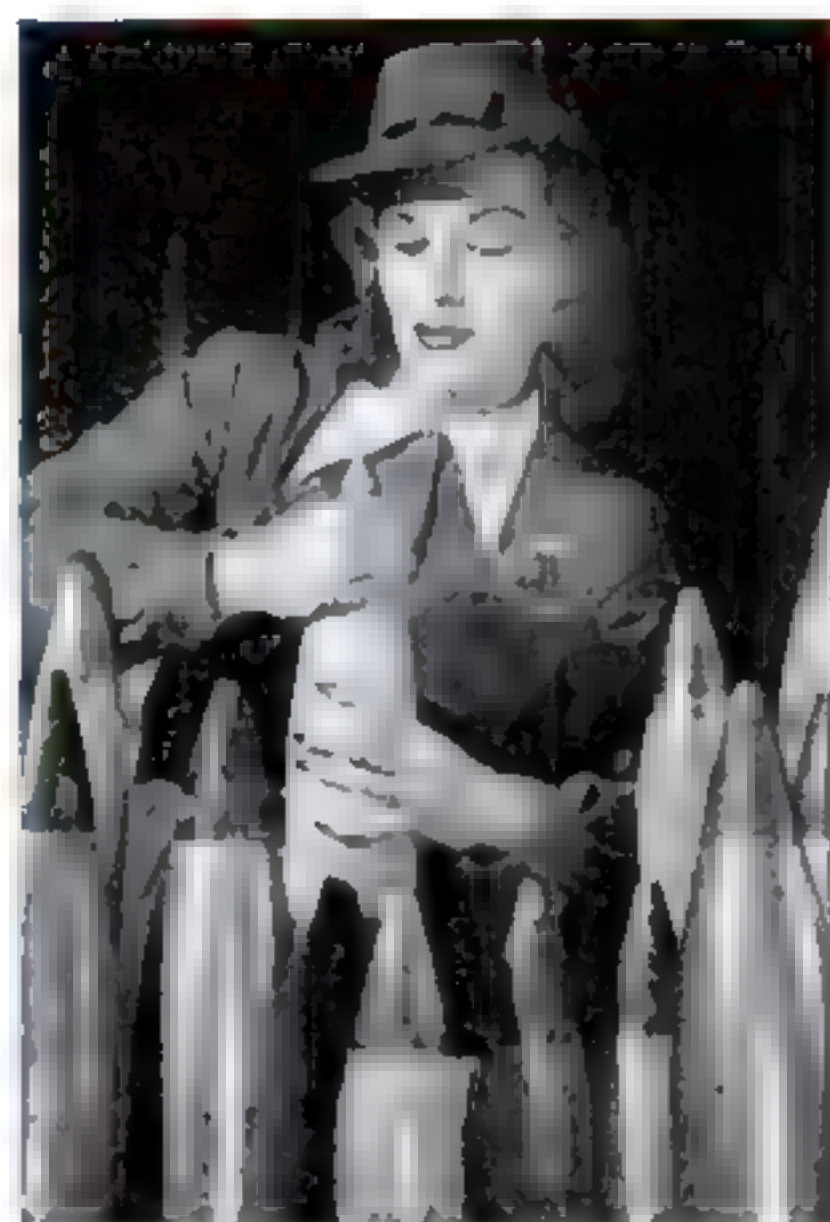
★ From the good health of all of us comes America's strength to work and fight and win.

And good health calls for good dental hygiene—for the finest toothbrush your money can buy... a Dr. West's Miracle-Tuft. It's the only toothbrush with "EXTON" brand bristling in a scientifically shaped brushhead that means *more thorough* cleansing.

Packed in glass, surgically sterile Miracle-Tuft is the only toothbrush that reaches you germ-free. So for cleaner, brighter teeth that make a real contribution to your health and good looks... get a Dr. West's Miracle-Tuft and the economy of a full year of *effective* service.



Keep Working!



50¢

★ ★ ★ ★ ★

Only **MIRACLE-TUFT** offers these exclusive advantages

1. "EXTON" brand bristling for longer life and more efficient tooth-cleansing power.
2. Surgically sterile glass packaging. It reaches you germ-free.
3. A full year of effective service, proved by millions of sales.

★ ★ ★ ★ ★

Now in cartons as well as in glass—Dr. West's Miracle-Tuft—50¢

NO CHANGE IN QUALITY, ONLY IN PACKAGE. Great numbers of our famous glass tubes have been enlisted to carry medicines and serums to our fighting men. That's why many Miracle-Tuft Toothbrushes are now packed in cartons. The brush itself is unchanged in quality.



Copy, 1943 Weeco Products Company



"Why Doesn't Somebody Tell Me These Things?"

ME—I'm just a dog. But my master and mistress think the world of me. And vice versa. Only trouble is they keep me in the dark about some things. Like dog food, for example.

You see, I'm crazy about Red Heart Dehydrated Dog Food. It's swell tasting. Comes in 3 flavors, you know. I just don't get it as often as I'd like to. Used to make me a bit peeved, I don't mind telling you.



Well, just the other day I was talking to Scotty about this. Did he *ever* put me in my place! Whew! Told me I was unreasonable.

Said that the makers of Red Heart Dehydrated have their hands full turning out many items vital to the war effort.



Scotty says that tremendous processing and packaging changes, together with essential wartime restrictions, limit the supply of

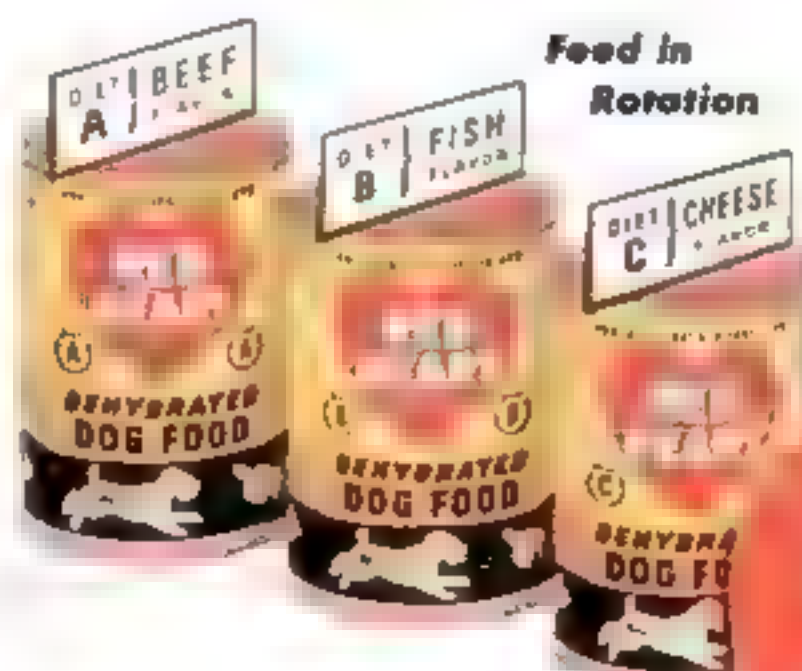
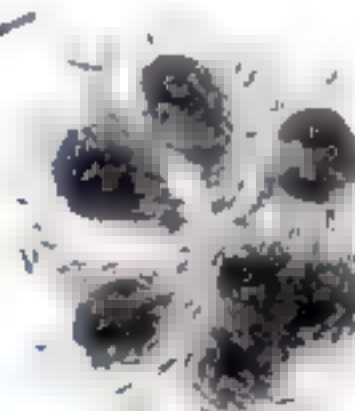
Red Heart. Gosh, I never thought of that.

Why doesn't somebody tell me these things? No wonder I can't always have Red Heart!

From now on I'm going to be just as patient as can be. At least I know that those Morrell folks are doing the best they can. So if your dealer is out of Red Heart Dehydrated from time to time, please do the best you can to keep *your* dog well fed and in good condition. After all, we *all* have to sacrifice to win this war!

(SIGNED)

Boots



Feed in
Rotation

**RED
HEART**

DEHYDRATED DOG FOOD

JOHN MORRELL & CO., General Offices, Ottumwa, Iowa

BUY U. S. WAR BONDS AND STAMPS

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LIFE'S PICTURES

W. Bryant Tyrrell, who took the eagle pictures on pages 94-97, has been photographing eagles' nests for ten years. In addition to his Graflex camera, his equipment for this job includes climbing irons to get him up tall trees and a safety belt to make him secure while he photographs. Tyrrell also takes pictures of other birds and of flowers. With him in the picture at left is his pet squirrel, Scamper.

The following list, page by page, shows the source from which each picture in this issue was gathered. Where a single page is indebted to several sources credit is recorded picture by picture (left to right, top to bottom), and line by line (lines separated by dashes) unless otherwise specified.

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56—JOHNNY FLORESA except bot. BENDIX AVIATION LTD.

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76, 77—UNITED ARTISTS CORP
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Two Yous

Devoted to duty . . .

yet dedicated to beauty,

too! Both your roles

are blended when

"Bond Street" Beauty

Preparations

(for you, by Yardley!)

smooth the path to

serene, young charm.

"BOND STREET" PERFUME:
An intriguing fragrance of
endearing charm.

\$2.50 to \$13.50.

DRY SKIN CLEANSING
CREAM, \$1; jumbo jar, \$2.

"ENGLISH COMPLEXION"
POWDER
8 intriguing shades, \$1.

"BOND STREET" LIPSTICK:
In 6 radiant colors, \$1.

DIANA FOSTER will be glad
to help you with your beauty
problems. Write her at
Yardley, 620 Fifth Avenue,
New York, N. Y.

KEEP YOUR BEST FACE FORWARD WITH
"BOND STREET" BEAUTY PREPARATIONS

BY **Yardley**

YARDLEY PRODUCTS FOR AMERICA ARE CREATED IN ENGLAND AND FINISHED IN THE U.S.A.
FROM THE ORIGINAL ENGLISH FORMULAE, COMBINING IMPORTED AND DOMESTIC INGREDIENTS

We were willing and able to take *TUGH JOBS*



NEARLY EVERYBODY seems to know that the Chrysler Corporation makes Army tanks and that those tanks give a good account of themselves in battle, throughout the world.

For well over a year these big fighting machines have been produced in ever increasing quantities, but they are, after all, only a part of the total war production of this corporation.

That total war production includes twenty-one distinctly military products, for the use of our



"GUNS AND CANNON
FOR ATTACK AND
DEFENSE"

armed services and for the protection of civilian populations.

For the soldier we not only make tanks in which he engages the enemy in battle; we also make the trucks and combat vehicles which haul him and his equipment about. We make the stoves that heat his tents and barracks and the field kitchens on which his meals are cooked. We make refrigeration units which preserve his food in camp and in the field. We make the ammunition to defend him and the guns and cannon with which to shoot the ammunition.

For the Air Service we make bomber fuselages for the Army, and major bomber sections for the



"GYRO-COMASSES FOR
THE NAVY AND
MERCHANT MARINE"

Navy. We make landing gear for planes. In Chicago we are just completing a very large plant to make big airplane engines for long range bombers. We make the bomb racks to carry the bomb loads of the planes. We are making thou-

sands upon thousands of Duralumin forgings and castings for all types of aircraft purposes.

For the Navy we are making vital parts of searchlights that the Navy uses to spot its targets. We are making the gyroscopic compasses that steer the ships of the Navy and Merchant Marine. We make pontoons for lighterage and for the



"COMBAT CARS TO HAUL
MEN AND EQUIPMENT
INTO BATTLE"

raising of ships that have been sunk. We make both pusher and puller types of tugs which are used all over the world from Iceland to Guadalcanal, on the rivers of South America, India and Russia. We make thousands of marine engines for many purposes—some of them for commando boats and things of that nature.

When we saw the war coming we knew that it would be a mechanical war and that no concern the size of the Chrysler Corporation would remain out of the picture.

We felt that institutions like ours should hold themselves free and in readiness to take tough



"BIG AIRPLANE ENGINES
FOR LONG RANGE
BOMBERS"

jobs—those things that require intense cooperation on the part of scientists, metallurgists, engineers; the volume jobs that require intimate knowledge of the tooling and mechanical processes necessary to make duplicate equipment in large volume.

Today finds us employing over eight thousand subcontractors. Fifty-eight cents of every dollar we receive for our war effort is passed on to somebody else who supplies us services, materials or parts. We are not only prime contractors ourselves, but we are also subcontractors for a number of other companies, ranging from such concerns as General Electric and Westinghouse, employing

great numbers of people, to small and remote outfits of a few hundred men.

Many people ask "What about your post-war plans?" Our only plan is the present urgent one to win the war and win it quick. For every moment that we can shorten this war we feel that, as a people, we are lucky, and, as a Nation, fortunate.

Of course we think that after the war people will be driving automobiles and eating bananas, washing their clothes, wearing shoes, and that the styles of ladies' hats will change. We feel that business is an economic thing and that it tends to follow cycles. We think that if we keep our minds on the fact that we are sailing a boat on an economic sea, and that if we sail it according to the charts and the weather, and to the conditions we



"THE MARINE ENGINES
FOR COMBAT AND
COMMANDO BOATS"

find, that this Nation can go into its post-war effort with the same enthusiasm and the same desire to do a service to our 135 million people that is now being exhibited in this all-out war effort.

K. T. Keller

President, Chrysler Corporation

WAR PRODUCTS OF CHRYSLER CORPORATION

Tanks... Tank Engines... Anti-Aircraft Guns... Bomber Fuselage Sections... Bomber Wings... Aircraft Engines... Wide Variety of Ammunition... Anti-Tank Vehicles... Command Reconnaissance Cars... Cantonment Furnaces... Troop Motor Transports... Ambulances... Marine Tractors... Weapon Carriers... Marine and Industrial Engines... Gyro-Compasses... Air-Raid Sirens and Fire Fighting Equipment... Powdered Metal Parts... Navy Pontoons... Field Kitchens... Bomb Shackles... Tent Heaters... Refrigeration Compressors... Aircraft Landing Gears... and other important War Equipment

In this war production, Chrysler Corporation is assisted by 8,079 subcontractors in 354 towns in 39 states

[WAR BONDS ARE YOUR PERSONAL INVESTMENT IN VICTORY]

PLYMOUTH * DODGE * DE SOTO * CHRYSLER

Divisions of CHRYSLER CORPORATION



GERMANY'S GREAT NAVAL BASE AT KIEL IS BOMBED BY U. S. LIBERATORS (SIX VISIBLE). THE DOCKYARDS ARE UNDER SMOKE. ENTRANCE TO KIEL CANAL IS 3 MILES OFF LEFT

ALLIED BOMBS HERALD INVASIONS

The wheel of events now has Nazi Europe trembling under the expectation of an Allied invasion. Rumors and alarms flicker like heat lightning around the military power (see below) that had the world in its grasp only two years ago. The preface to invasion is bombing. And by day and by night there sally out from the island of Britain, once the punching bag of the Nazi Luftwaffe, huge and growing fleets of British and American bombers. From the coast of North Africa fly still more fleets of Allied bombers. What they are doing is shown in the pictures on the following pages.

The theory that air bombardment may be invasion itself, instead of just a prelude to it, was dazzlingly supported last week by the surrender of the 45-square-mile island of Pantelleria (see next page) within 50 miles of Tunisian airfields. There the Allied planes could make a round-trip run in an hour. U. S. General Spaatz sent his bombers against the fixed objectives of airfields, antiaircraft guns, coast artillery, docks, ships and water supplies. "If you destroy what a man has and remove the possibility of his bringing more in," said General Jimmy Doolittle,

"then in due course of time it becomes impossible for him to defend himself." In 13 days as great a weight of bombs was dropped on Pantelleria as in the whole Mediterranean theater during the whole month of May. After it fell, General Spaatz similarly reduced Lampedusa, a sister Mediterranean island.



THE ENEMY IN PERSON MEET APRIL 7 AT BRENNER PASS

But even this was small stuff compared to the whole Allied orchestra that opened up on Europe at week's end. Seven hundred Russian bombers mopped up Nazi airfields in the east. Two hundred Flying Fortresses attacked U-boat bases. And the biggest British air fleet ever sent out struck at Düsseldorf and Münster after a twelve-day layoff. Such an attack is the scene above on May 14, in which six American Liberators may be seen over the smoke that completely obscures the great Germania and Imperial dockyards of Kiel above the Hörn Inlet (lower left).

The best clue to what all this might lead to was given by Churchill to Parliament June 8: "It is evident that amphibious operations of a peculiar complexity and hazard on a large scale are approaching." Some possibilities are mapped on pages 26-27.



Pantelleria, Italian island airfield between Tunisia and Sicily about the size of New York's Staten Island, is bombed by speedy Bostons of the South African Air Force. The Italians have tried to smoke up the airfield but have not succeeded in concealing the gigantic concrete face

(right of lower plane) of the entrances to the underground hangars which are dug into the side of the terraced hill. A plane is in right entrance. Two planes are burning with black smoke. On June 11 Pantelleria surrendered after a 13-day bombardment by Allied air and sea forces.



Sicily's Milo airfield is pocked by small fragmentation bombs dropped by Flying Fortresses. Thirty planes on the field were damaged or destroyed. There appear to be 350 bomb bursts. The small circle at the upper left is an anti-aircraft pit, but no fire is visible. Some buildings on the

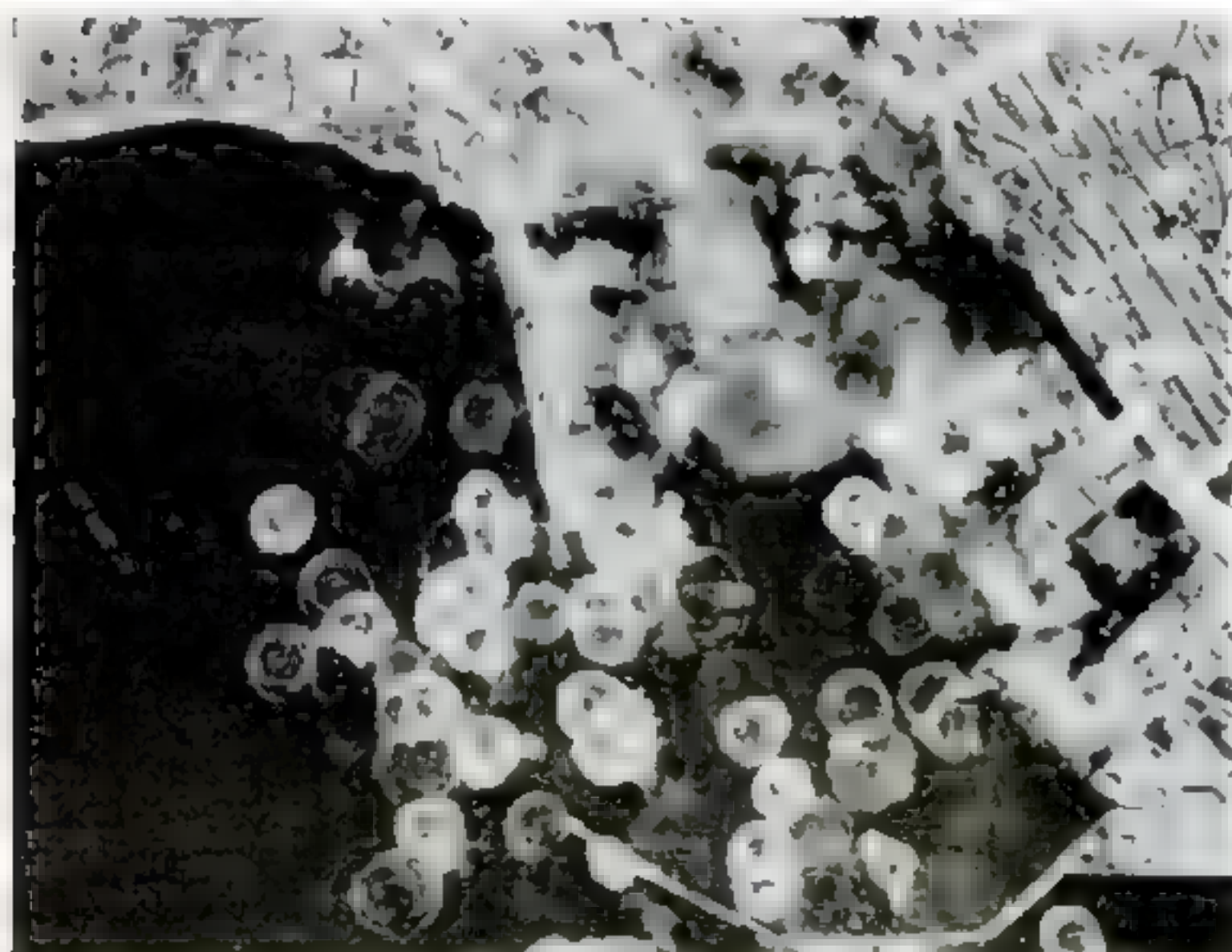
right side of the field seem to be camouflaged. The planes are mostly JU-52 transports, German planes busy at the time supplying the Axis army in Tunisia. Properly repaired, this field in north-east Sicily under Mount Etna will come in very handy later on for the U. S. and British air forces.

BOMBS ON ITALY

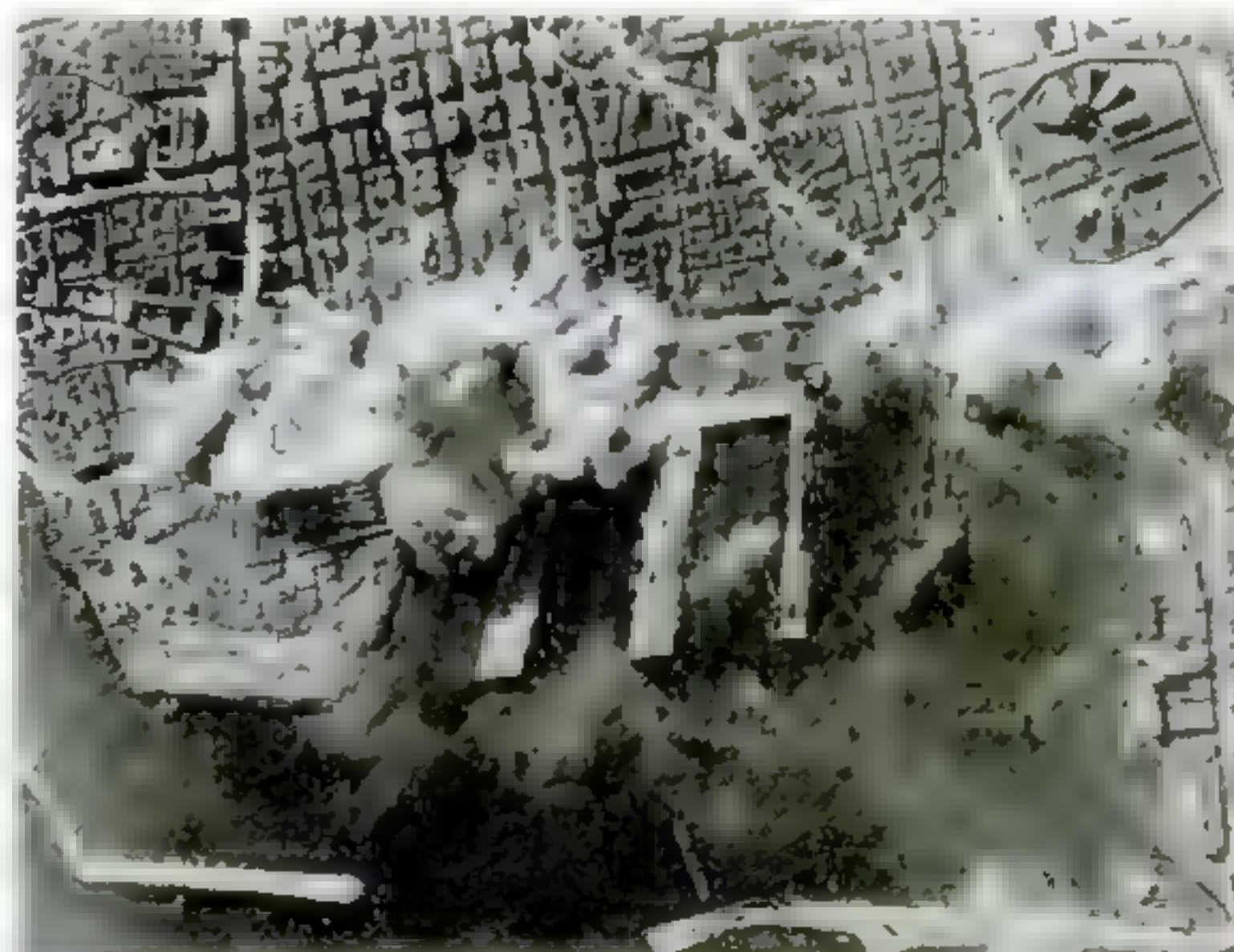
Mediterranean isles are softened
by rain of U. S. and British bombs

Insofar as bombing is a preface to invasion, the Italian islands shown on these pages have no great future as Italian islands. One of them, Pantelleria, *opposite*, last week gave up the ghost and became the first defended fortress ever to be conquered by bombing without an infantry assault. It had been bombed day and night for 13 days by Flying Fortresses, Marauders, Mitchells, Bostons, Warhawks, Lightnings and Baltimores, shelled six times by warships. Twice it had refused to surrender. On the third ultimatum, as the

Italians were announcing that a thousand Allied bombers were over it, it had out a white cross on its airfield. In the huge operations of the last two days, 80 Axis planes were shot down for six Allied planes. The garrison of 8,000 men, which had planned to match the heroism of British Malta, could not stand it any longer. Sicily, Sardinia and Corsica will certainly not fall so easily. Rightly or wrongly, the Axis had last week deduced from this that the massive Allied Army in North Africa of a million crack fighters was set to invade Italy.



Sardinia's port of Cagliari, on its south coast, is bombed by Flying Fortresses. Here the bombs cover the entire port area, concentrating on ships lying inside the breakwaters. The railway station is at the top. Once Italians thought bombing was fun and made pretty patterns. It does.



Sicily's port of Palermo, on its northwest coast, is bombed by American Flying Fortresses. Notice the half-sunken ship at right. The big piers (center) are fairly new. The Palermo prison is at the upper right, the museum and military hospital at the upper left. This is a fine big harbor.

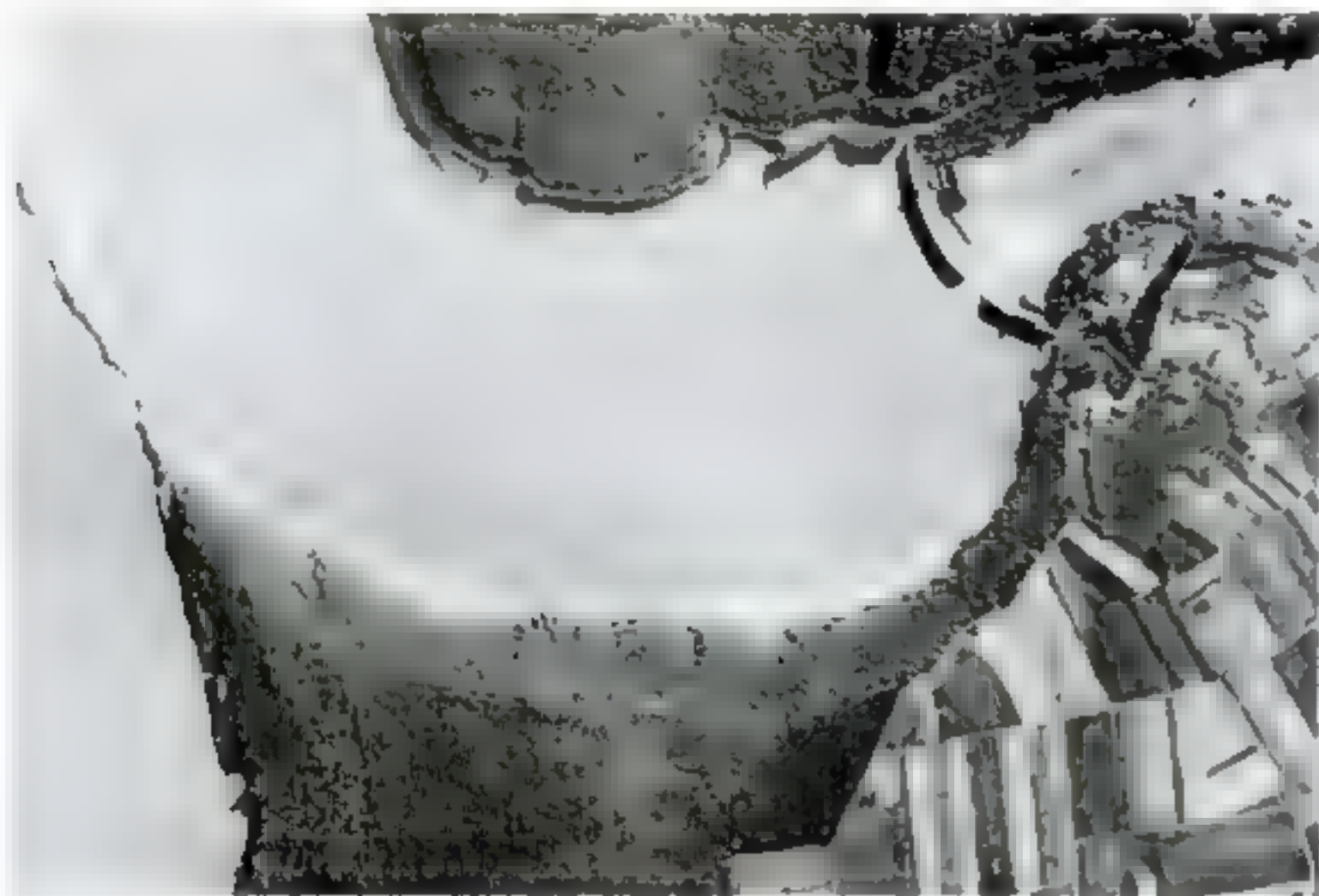
BOMBS ON EUROPE

Nazi Continental Fortress gets round-the-clock assault by air

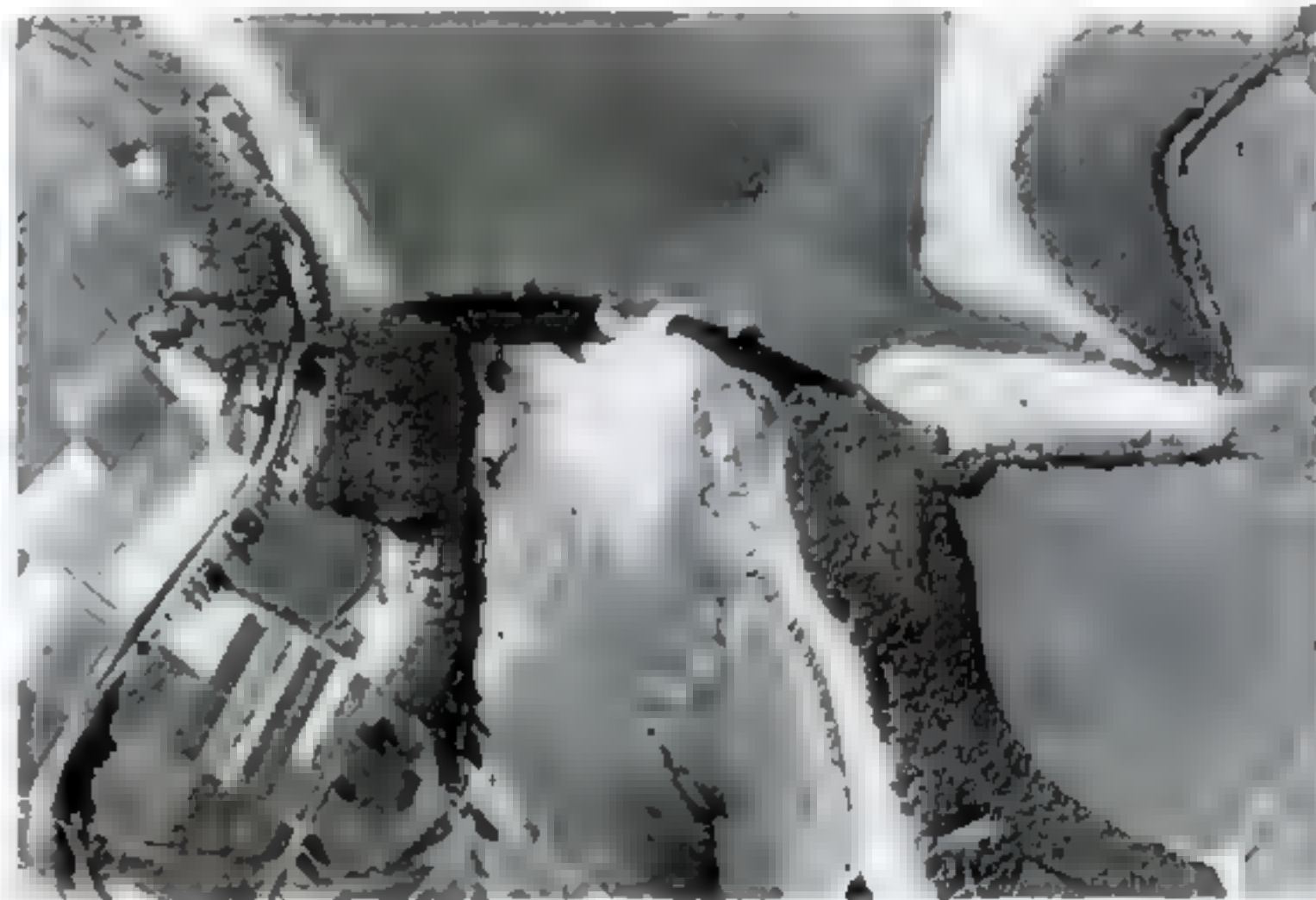
The bombing of Nazi Europe is not necessarily a prelude to invasion. Dams, aircraft factories, steelworks and U-boat bases are not objectives whose destruction makes it immediately easier for Allied ground troops to occupy Europe. For purposes of invasion, airfields, gun emplacements, bridges and railroads must also be knocked out. The huge air fleets, British and American, now based in England, are after bigger game. They propose nothing less than the total crumbling of

the whole complex society that is Nazi Germany by air bombardment. Such a job has never been done, but that is not to say that it cannot be done. The Allied air generals believe passionately that it can be done.

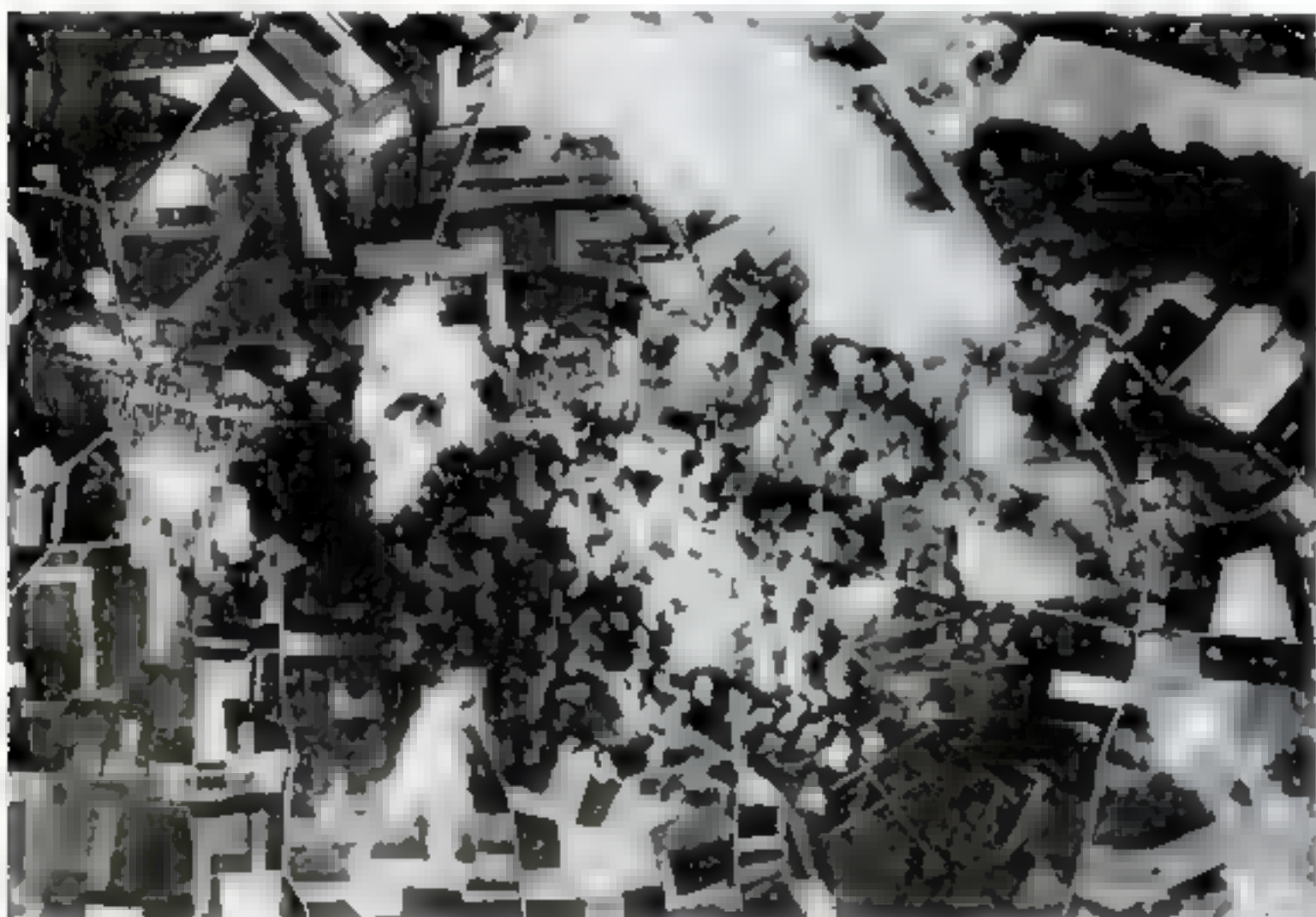
This great assault began three months ago. Since then huge British bombers with eight-ton loads have visited Germany by night, and fast plywood Mosquitos have done it at dusk. American Flying Fortresses and Liberators have precisely delivered their three-ton



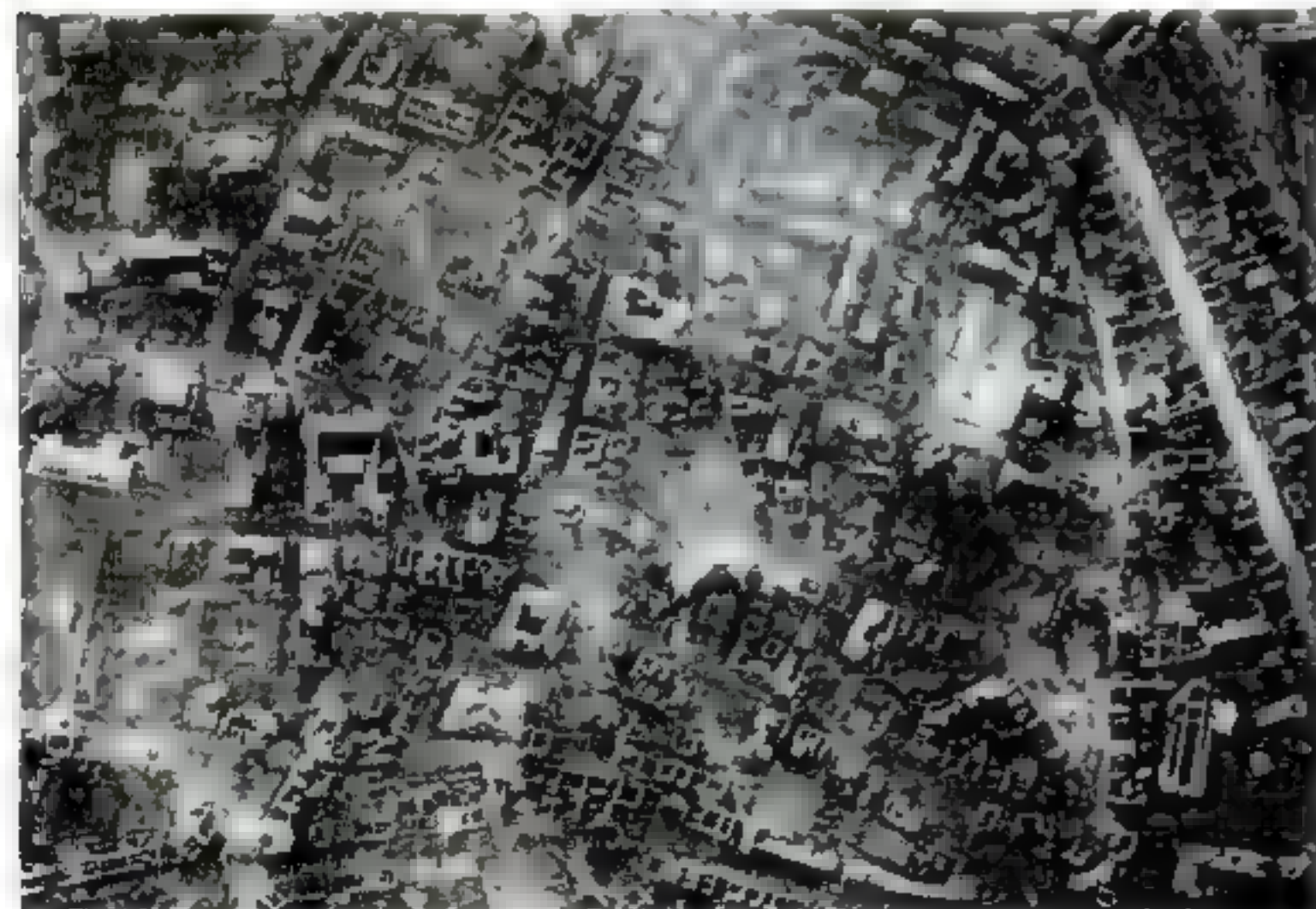
The Eder Dam in the Ruhr loses a 180-foot chunk from British mines dropped by a suicide mission the night of May 17. Eight big Lancasters were lost. The floods swamped war industries.



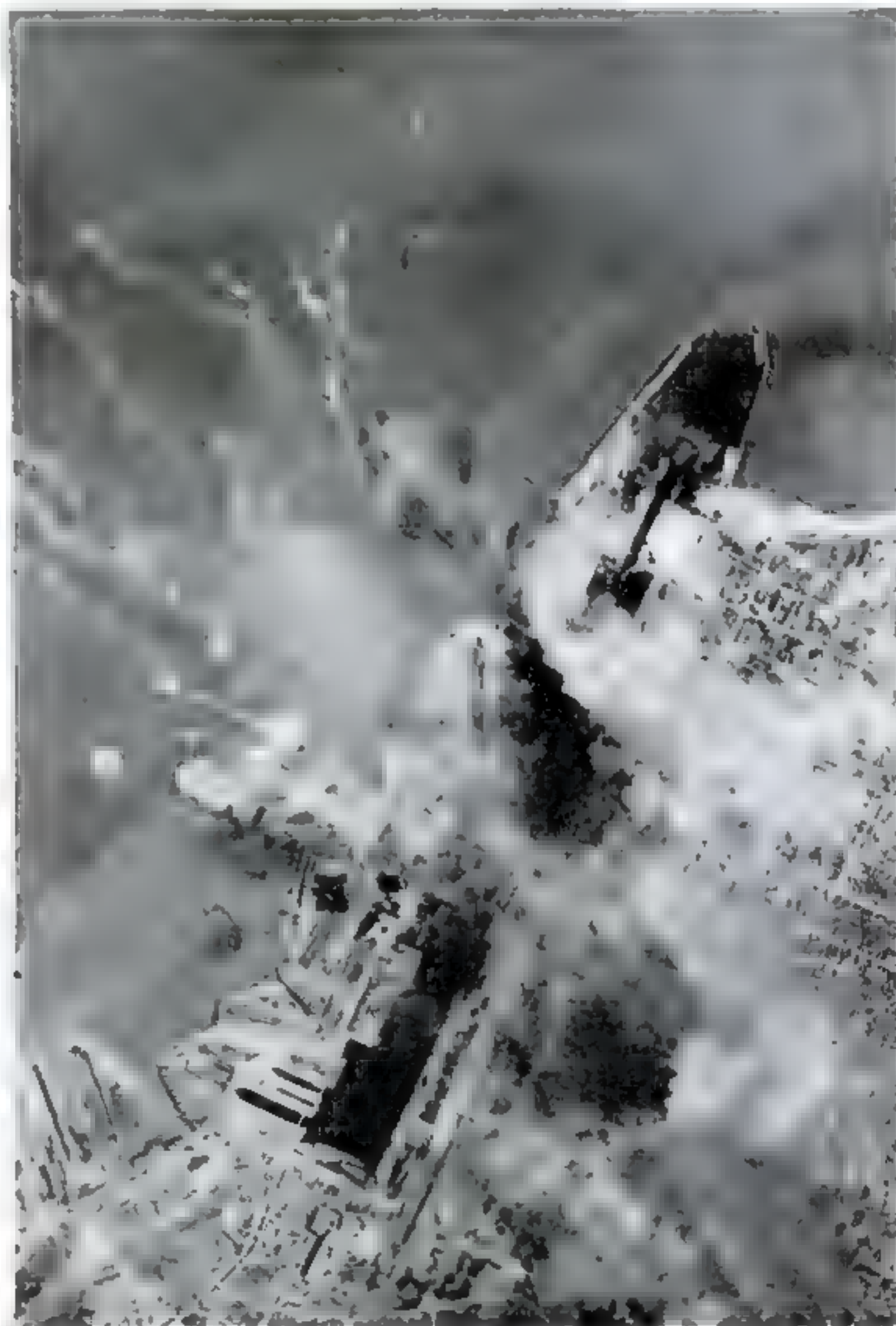
The Moehne Dam 45 miles west of the Eder Dam, is breached same night. This flooded coal mines, drowned miners, covered Dortmund four feet deep. Powerhouse below dam has vanished.



Aircraft factory at French village of Meaulte, north of Amiens, is blanketed by bomb bursts from American Flying Fortresses May 13, flying above fleecy clouds with Thunderbolt escort.



Krupp works at Essen gets its 52nd British raid on March 8. Gutted and roofless is the heart of town. Adolf Hitler Strasse is at bottom, demolished Rathaus and market place at upper left.



St. Nazaire U-boat base is smacked by Fortresses May 29. They dropped one-ton bombs on lock gate (center), first destroyed by British destroyer *Campbeltown*. Notice small boats skittering.

bomb loads by day. The map on this page shows the pattern of this battle since May 1, both in Nazi Europe and on the Italian thresholds of invasion. It shows the difference between strategic (industrial) bombing and attack (invasion) bombing. What all this can do was perhaps foreshadowed last week by the amazing surrender of Italy's island of Pantelleria before ever a foot soldier had landed.

The map also shows the German sanctuary zone

where Allied bombers cannot now penetrate. Obviously this is where much of Germany's industry is hiding out. The Germans cannot move the mass of Ruhr heavy industries to this safe zone any more than Pittsburgh could be moved intact to Nebraska. But they have jammed everything possible in the way of airplane, motor, gun-casting and fabrication factories into this area. The Nazi plan was to make the triangle of Magdeburg, Wittenberg and Halle the production heart

of Germany. Leipzig, Dresden, Breslau and the Rati-bor-Cracow tip of lower Silesia groan with war production. The Czech cities of Prague and Pilsen are set in Bohemian coal beds, and the banks of the Danube are strewn with factory cities like Linz, Vienna, Budapest. Finally, there is the oil of Galicia, the Carpathian Mountains and Rumania. All these objectives will come within the lengthening range of new Allied bombers based in Northern Italy or even in French Corsica.



A bomber's map of Europe shows three separate phenomena: In northern Germany, centering in the Ruhr, "industrial bombing" is devoted to the long-term destruction of Germany. In the south, much smaller raids are "attack bombing" Italy preparatory to invasion. But large and ominous is the eastern German industrial area which no bombers now reach, even from Russia.

INVASION

Maps show possible routes and



27 arrows are required on this map to show invasion possibilities for Nazi Europe. Up to the moment of invasion, the Allies hold these cards of initiative. All the routes are dictated by communications. Thus practically every arrow across land on these pages follows a railroad line. The Allies have the

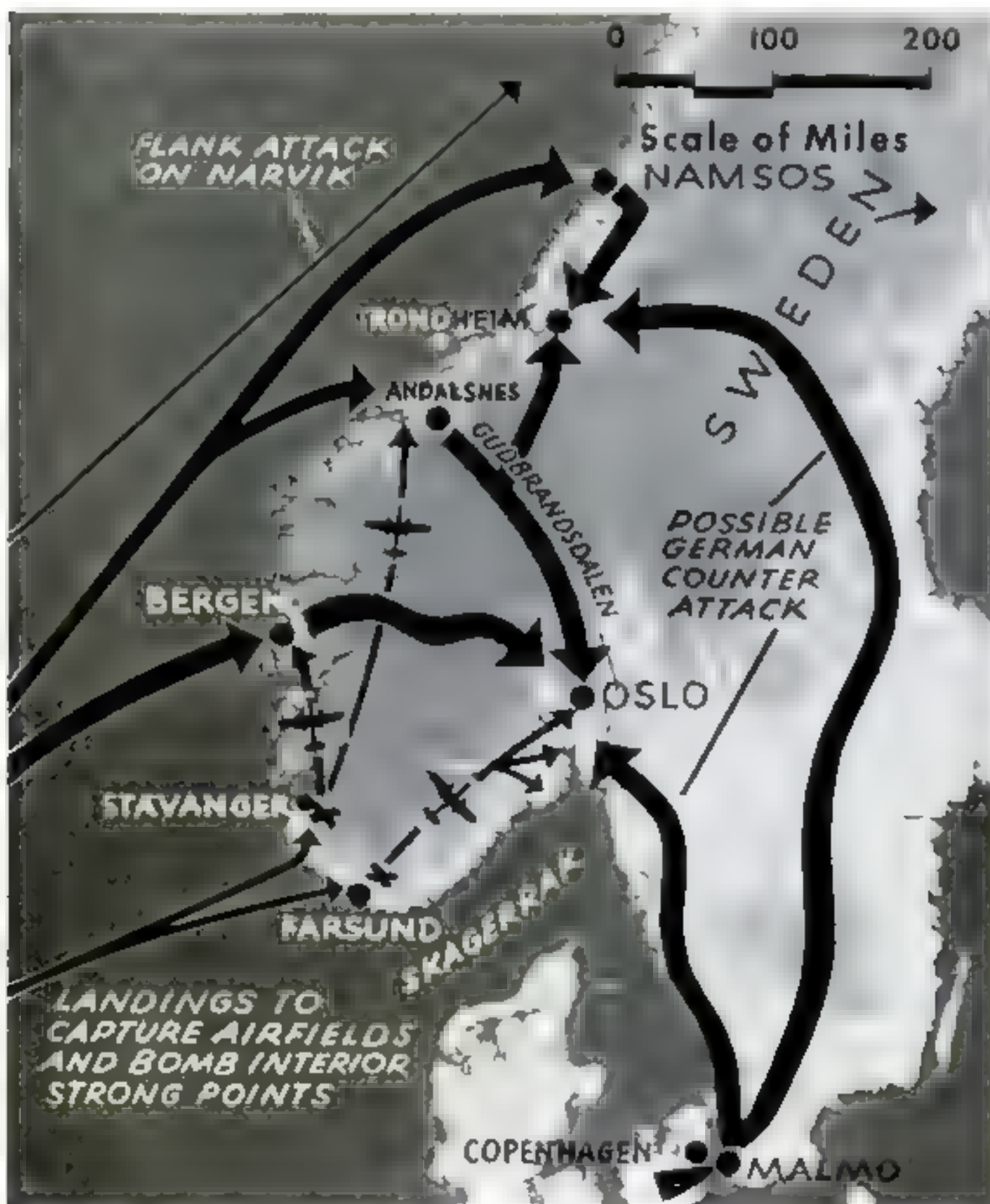
choice of a frontal assault on the German Army to coordinate with a Russian offensive from the East or of several attacks on the periphery. Which they will choose is the reader's guess. Day after invasion, these possibilities end and the Allies become committed and tied down to the plan they have chosen.

The attack bombings shown on previous pages indicate where invasions by amphibious forces may come next. The probability is that before the summer is over the Allies will have struck in several different places.

The topographical maps on these pages show some of the problems the High Command has to solve. The map at left shows the principal routes into Hitler's European Fortress. The other maps show advantages and disadvantages of five particular routes.

But the sheer volume of talk in the Allied nations about invasion last week tended to confuse the issue. Americans, in particular, may be expecting too much. Important for them to remember is that attacks on the Mediterranean islands, on southern France, Italy, the Balkans, or Norway probably would not knock Germany out of the war. These attacks would be made for the same reason the African campaign was made: to secure closer bases from which to invade Germany.

The only direct approaches to Berlin, which could end the war against Hitler this year, are across northern France, the Lowlands, or northern Germany. These routes, however, are the supreme gamble. They can be traveled only at a tremendous cost of material and men, with casualties mounting into the hundreds of thousands. Whether Great Britain and the U. S. are yet strong enough to take the gamble is uncertain. The all-out air offensive, shown on pages 21-23, may represent an attempt to knock Germany out of the war this year



Norway is a German flank separated from Germany by the sea. Allied invasion would probably involve landings at those two forgotten Dunkerques, Namsos and Andalsnes, plus seizure of southern airfields, plus landing far up the coast at Narvik. Germany would then have to overrun Sweden, which would unquestionably fight back. If Allies could win Sweden, they would have air bases only 90 miles from north German coast and could also take Finland from rear.



Germany is the toughest invasion route of all. Against the main allied attack over the sandy islands and along the Elbe River, the Germans could mass at least 40 divisions at once, 100 later plus large naval and air forces. Attack on the peninsula of Denmark might develop into landings. The southern prong would take the German West Wall from the rear. This is an all-or-nothing throw whose sole advantage is that, if successful, it would end the war in short order.

STRATEGY

problems of invading Europe now

without benefit of direct invasion of the country itself.

But this does not mean that the peripheral invasions would not go a long way toward shortening the war's duration. From bases in the Balkans or Italy, heavy bombers could blast eastern German industrial areas out of reach from England or Africa. Furthermore, in conjunction with a Russian offensive, any one of these invasions, if particularly successful, could be extended until it became an invasion of Germany itself.

Everywhere, except for Russia and China, the Allies have come to the end of their current land fighting. They are now up against the sea. Their next operations will have to be amphibious, with armies, navies and air forces all working together. For this kind of operation the German invasion of Crete is still the model. First would come a pounding by bombers and fighters, then an attack by gliders and parachute troops, designed to secure control of airfields. Once such control was secured, a-borne infantry could be landed by cargo planes. Simultaneously with all this action would come the major invasion by sea.

But the Allies have one important advantage not enjoyed by the Nazis even at the height of their power: control of the sea. This would enable them to subject the coastal areas, selected for invasion, to naval bombardment and furthermore to keep open the ocean supply lines, so that not only the initial landings but also the resulting land campaigns would be successful.



Italy can be reached from big Allied depots at Algiers, Bizerte, Tunis. Pantelleria and Lampedusa have already fallen. The map shows attacks on Sardinia and Sicily first. These developing into landings on Italy proper and France. But the attack on the mainland might come first, if the Allies can dominate

both the sea and the air. Corsica is very rough and unpopulated. The conquest of the mountainous spine of Italy is not easy, but the northern plain from Turin to Yugoslavia offers fine airfields for bombing Germany. From there too the Balkans could be outflanked and the Hungarian basin overrun.



France presupposes a use of the Brittany peninsula for the main attack. It is rugged but has a good rail system. Diversionary attacks are made at Dieppe, Le Havre, Caen. This invasion would also meet the solid might of the German Army but might be aided by French fifth-column work. Naturally the southern flank and supply line would have to be strongly defended. In its final stages, this battle would call for as many men as were in France in World War I.



The Balkans are far from Germany and they present plenty of natural obstacles. The outer islands, including Crete are now under Axis control. The terrain, as shown, is full of narrow dead ends. Perhaps the best approach is the Chalcidice peninsula and the Vardar River valley dominated by Salonika. It was used by the Allies in World War I and worked. But it is a very large and complicated operation. Other landings might strike directly at the shore of Albania.

FUTURE JOBS

WHEN THE BOYS COME HOME WE MUST BE PREPARED TO OFFER THEM A BIG INDUSTRIAL ADVENTURE

Some observers have been worried about the so-called "war aims" of the American troops. The boys at the front, they say, don't care much about war aims. When you ask a soldier what he wants after the war you are apt to get one simple answer—HOME. The thought of home is just about always in their minds, and they don't want it changed much, either. Of course they know that when they get back Sis will have grown a few inches, Mom's hair will be grayer, and the sleek 1939 De Luxe Sedan will have a couple of dents in its fenders because Pop just naturally drives that way. But you can't help that kind of a change. What the boys really want when they get back is the life they used to live. They want to hear the same voices and smell the same smells. They want to love the same people and know the same loyalties. And they want that priceless American possession—a clear chance to work, to lead an industrious life, to get ahead.

But these "war aims" aren't half as simple as they sound. Indeed, when you think about it you find that the boys are handing us a real tough assignment. Of course, so far as our love and loyalty are concerned, they can count on those. But what about the free and happy life they think of when they talk about home? To get right down to earth, what about the problem of jobs—the chance to work and get ahead? By 1944, if present plans are carried out, we will have a civilian labor force big enough to support 11,100,000 men in uniform, run the war industries, and supply all our civilian essentials. After the war we will have this big labor force on our hands, and we will have in addition 11,100,000 returning soldiers and sailors who expect their old jobs back, or better ones. That will make the most potent labor force in history. Let's remember that in the 1930's we couldn't keep a much smaller labor force busy. How, then, are we going to keep this bigger one busy? Before we start complaining about the inadequate war aims of the boys at the front let's get *this* aim figured out.

A More Dynamic U. S.

Now of course there are some subtractions to make from that potential labor force. A certain number of boys, for instance, will want to stay in the services, and many women now in war jobs will want to quit industry and go back to their homes. But one fact is sure: we can't hope to solve this problem just by making subtractions. We can only solve it the other way, by making additions. We can only solve it by additions to our markets and our enterprises. We can only solve it by additions to the size of the American job, the breadth of the American horizon. We can solve it only by creating a new and more dynamic United States.

These are not just fifty-cent words. There are forces pressing on us right now which, if released, will make us hump after the war. The most tremendous of these is the force of science—what is called technological advance. World War I was responsible for such an advance, but it seems that World War II is going to make the other war look like a warm-up. The advertising pages of this and other magazines are now crowded with hints from all kinds of manufacturers concerning the wonderful developments that they will be able to offer after the war. We can't draw up a full list because it would run off this page, and a lot of them are military secrets anyway. But we can already grasp the simple fact that, taken together, they are going to change the face of our world.

The Things to Come

Most of us already know something about the big advances in aviation—the gigantic cargo and passenger planes that will link the U. S. with the whole globe. But if you will turn to page 80 of this issue you will find something new in the air. This is the helicopter, which may well become the automobile of the future, with production in the millions; for not only can it land at zero miles per hour, it can fly backwards or sideways and it can stop in the air as quickly as an automobile on the ground. As to that, however, a lot of things are going to happen to the automobile itself. Our production of light metals has now reached the proportions of big industry. This means that we can eventually build full-size (not midget) automobiles weighing as little as 1,000 pounds. These would be cheap to operate, and their price might be driven down to a few hundred dollars by competition from the helicopter.

Indeed, if we have a government that understands how to bring it about, industry faces stiffer competition in the future than it ever had in its life—which means lower prices for those who buy. Chemists have developed a whole series of new materials, ranging from the light metals down through plywood and plastics, and each of these will compete with the others for specialized uses. One of these materials, of course, is synthetic rubber—a whole new industry with dozens of possible applications aside from tires. One of the places where we will reap the benefits of competition in materials will be in housing. We can have our houses insulated, dustproof and almost soundproof, and they can be prefabricated and sold for little more than the price of a high-class car. One sure thing is that every house will have more mechanical equipment. In fact, some engineers are planning houses in two units—chassis and body. The chassis will contain all the machinery—

plumbing, heating, air conditioning, new types of refrigerators, etc. The body will be the house itself, made of light, transportable materials.

Even more spectacular developments will come in the field of electronics. The perfection of short-wave radio and Radar for military purposes will be easily translated into portable radio-telephones for automobiles, by means of which you will be able to communicate with your house while riding along—or even make long distance calls. Television is a certainty, showing sports events, Broadway shows or operas—possibly in life-size figures, full color or even in three dimensions. Another form of electronic magic is the "electric eye," based on the photoelectric cell. It can control the factory or the home, "read" thermometers and gauges, open and shut valves, inspect the color of peas or the gloss of paper, regulate the furnace, the washing machine, the oven. As for your kitchen, you may buy it as a unit, mass-produced like a car, with all fixings. And you may use electronic cooking (ultra short-wave diathermy) which is fireless, clean and quick.

The Great Adventure

Last week we pointed out that, in facing the future, the U. S. must base its foreign policy upon enlightened self-interest. It is true that, to bring about this new age, we must make the right *domestic* moves to liberate the forces of American enterprise. But to do this successfully we must also understand that, in terms of foreign policy, the scope of our self-interest is virtually worldwide. If we try to keep ourselves locked up behind our oceans we shall fail in two ways. First, our domestic market will not prove big enough in the long run and so the inventions will not get developed—labor and industry might even oppose them. And, secondly, we would not be able to keep everybody at work. In order to bring about the new age we must, so to speak, open up the world. Instead of relying solely upon our own purchasing power we must find ways to increase the purchasing power of peoples *outside* of America. Basically, this means an enormous increase in the flow of foreign trade in both directions. It means that we must, at one and the same time, open up our own markets and build up the markets of others. Only thus can we hope to get the full benefit of these inventions of ours.

And for that matter, only thus can we fulfill this simple war aim of the boys at the front. Only thus can we give them, not just a Government dole, but a chance to get ahead. Only thus can we offer them an Adventure great enough to justify the terrible struggle in which they are engaged.

PICTURE OF THE WEEK

When Gunder Hagg, Sweden's running champion, arrived in the U. S. June 6, he was met by America's crack distance runner, Greg Rice, now in the

Maritime Service. For newsmen Rice paced the speedy Swede in a jog around LaGuardia Field. Hagg holds seven world records for distances rang-

ing from 1,500 to 5,000 meters. Rice has set U. S. marks in the 2-, 2½- and 3-mile indoor events. They will meet in a series of contests this summer.

FIRST AID

FOR HUNGRY FOLKS WITH JOBS TO DO

BUILD WARTIME MEALS AROUND HOMEY, HEARTY CAMPBELL'S SOUPS.

These are days for careful planning in the feeding of that family of yours. With nourishing food so important on the home front, more and more women are building meals around steaming bowls of sturdy, appetizing

Campbell's Soups. Here is food to please and sustain the whole family.

These substantial main-dish soups are made with the fine meats, chickens and vegetables that keep folks going. Enjoy the rich, deep-down flavor of each heartening spoonful . . . and know that each spoonful gives you sound, sustaining nourishment.

"I HAVE A MAN ON THE NIGHT SHIFT"

And when he gets home you should see him sail into a brimming bowl of Campbell's Chicken Noodle Soup. He loves the deep, rich flavor of the slowly simmered broth, and those tempting pieces of chicken and good egg noodles. Yes, it's a soup made to order for a hard-working man with a stalwart appetite.

Campbell's CHICKEN NOODLE SOUP



"I COOK FOR MY THREE YOUNGSTERS"

And I'm glad their favorite dish is Campbell's Tomato Soup . . . because, along with that tomato-rich flavor I know they're getting the kind of wholesome nourishment they need so much these days. This good soup is a standby food in my house. It's just the dish to round out a wartime meal for hungry people.

Campbell's TOMATO SOUP



"I'M BUSY ALL AFTERNOON ON WAR WORK"

But my family sit down to dinner on time. Often we make Campbell's Chicken Gumbo Soup the important dish of the meal. This excitingly different kind of chicken soup takes almost no time to prepare. It's filled with tomatoes, okra and tender pieces of chicken—hearty eating for these war days.

Campbell's CHICKEN GUMBO SOUP



Campbell's SOUPS



Look for the Red and White label

No dim-out in the Green Giant country



This peaceful moonlight scene of a pea viner at work near Le Sueur, Minnesota seems far from war. But it is war. A speed-up battle against time to gather and can 30,000 acres of peas to help feed our men, our allies, and you.

Everybody is pitching in. Our farmers are doing the work of two or three men. Schoolboys are working like troopers in the fields. Women have dropped their housework to lend a hand in the canneries. Old hands around the plant are putting in the longest hours they've ever known.

Our motto up here is "We'll feed 'em"—and we mean to do it. We're hitting for the biggest crop in history—and at least 50% of it will go to our armed forces and our allies.

There'll be a new pack of Green Giant Brand Peas on your grocer's shelves before long. They are the extra young and tender kind grown from a special breed (S-537) and packed when dewy fresh at the fleeting moment of perfect flavor. Look for them in the cans with the Green Giant on the label.

Packed only by Minnesota Valley Canning Company, headquarters, Le Sueur, Minnesota, and Fine Foods of Canada, Ltd., Tecumseh, Ontario. Also available in Niblets Brand whole kernel corn.



"Lug box" of freshly shelled peas as they come from the pea vines in the fields to the plant

Green Giant Peas
BRAND

IN REPLY TO KING IBN SAUD

AN EMINENT AMERICAN ZIONIST ANSWERS THE ARAB MONARCH ON JEWISH HOMELAND IN PALESTINE

by DR. STEPHEN S. WISE

The casual reader who looked through King Ibn Saud's statement in the May 31 issue of LIFE must have formed a curious impression of the Palestine problem and of the general Jewish problem with which it is related. He must have gathered, among other things, that possibly a number of Jews are in need of a place to live in, but that, while fertile and suitable areas are open to them in Europe and America, they show an obstinate and inexplicable preference for a country to which they have not the remotest right, namely, Palestine. He must have gathered, further, that this irrational fixation, harmful to the Jews themselves and dangerous to the peace and prosperity of the great Moslem world, runs counter to the expressed purposes of Providence. Worse than that, it is made to appear that the encouragement of a Jewish Homeland in Palestine would involve the entire world in a vast and senseless resuscitation of vanished kingdoms and perished peoples.

King Ibn Saud, in the course of his interview with Mr. Busch, says: "I know of nothing that justifies the Jewish claims in Palestine. Centuries before the advent of Mohammed, Palestine belonged to the Jews. But the Romans prevailed over them, killed some and dispersed the rest. No trace of their rule remained."

No trace, that is, except for the greatest moral and religious force in the world at large—or at least in the Western world; no trace, except for the eternal association which exists in the mentality of Christendom between Palestine and the Jews. Not, be it noted, between Palestine and the Arabs, for whom that little country, on the fringe of their enormous possessions, has never been more than a neglected outpost; nor between Palestine and the Amorites, or Canaanites, or Greeks, or Romans, or Turks, who have in succession occupied and neglected the Holy Land. But precisely between Palestine and the Jews. It is of this deep connection, which is one of the basic data of Western civilization, that King Ibn Saud professes unawareness. What conclusions are we to draw from such a confession as to the practical value of His Majesty's outlook on the Jewish problem and on the world's problems generally?

However, His Majesty does not rest his case entirely upon the persuasive power of his historical reasoning. He tells us that his lack of fear that the Jews will ever have a "state of power either in the land of the Arabs or elsewhere" springs from an authority higher than logic, more lasting than reason—the Divine Word—"revealed through the mouth of His Prophet in His Holy Book."

Ibn Saud's appeal to religious authority for the eternal statelessness of the Jewish people is

With its article on Saudi Arabia in the May 31 issue, LIFE published an interview with King Ibn Saud in which His Majesty discussed the Jewish Homeland in Palestine. Because his views were so hostile to world Zionism, the editors of LIFE announced that they would present the Zionist side of this important argument in a later issue. The accompanying article does so. Dr. Wise, rabbi of the Free Synagogue of New York, was one of the founders of the Zionist Organization of America in 1897 and has taken a leading part in world Zionism ever since. Today he is president of the American Jewish Congress and national chairman of the American Emergency Committee for General Zionist Affairs.

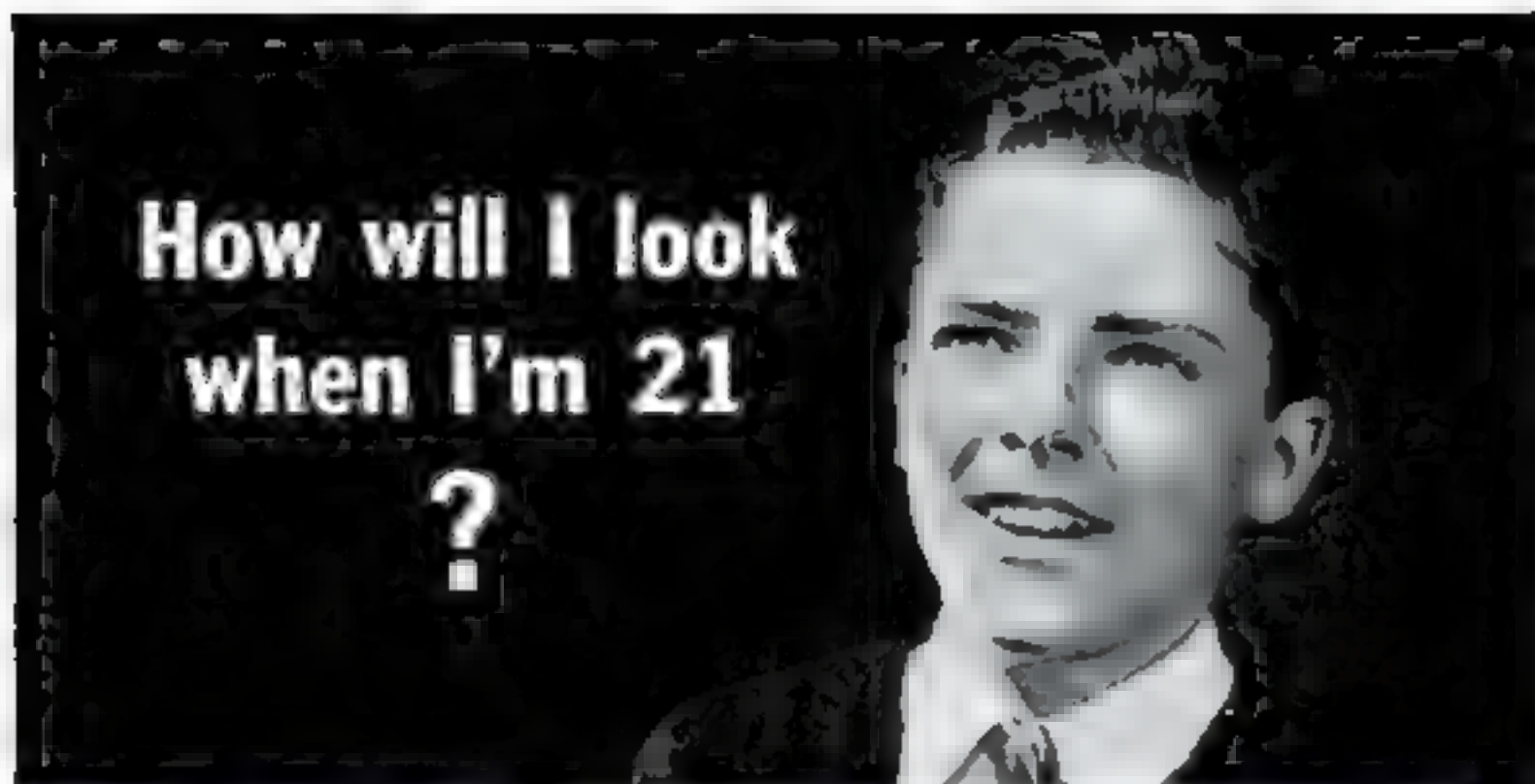
based, we are to assume, on his reading of the Koran. I am informed by competent scholars that no Moslem article of faith and no prophecy of Mohammed supports the contention. As against this, the Old Testament is saturated with references to the "Return," which is an article of faith with many Christian sects and a generally accepted religious principle with hundreds of millions of Christians outside of those sects. Over a hundred separate passages in the Five Books of Moses, in the Books of Judges, Samuel, Kings and Chronicles, in the Psalms and in the Major and Minor Prophets, repeat the promise of the Jewish Homeland in Palestine and of the Redemption. What this has meant to the Jews in the long torment of their exilic history only those know who have been brought up in the faith and have been participants of the exile. This alone enabled them to endure the persecutions of the Middle Ages, sustained them amid the flames of the Inquisition and mitigated their anguish under the tyrannies of Romanovs and Hitlers. That the issue of this millennial faithfulness should be an offhand dismissal of the case is a reading of history and religion which bears no relation to the revealed word.

These two mighty forces—history, as he sees it, and religion, as it motivates him—lead His Majesty to the conviction that the Jews are in error in their demands upon Palestine. But he is aware, apparently, that the denial of Jewish rights to Palestine is not a total solution of the Jewish problem. For he goes on to say that if the Jews are impelled to "seek a place to live, Europe and America, as well as other lands, are larger and more fertile than Palestine." To His Majesty this constitutes justice. Who can offer more than the rest of the world when one is merely denying an insignificant portion of it to a people?

These are the facts as King Ibn Saud sees them. They are a meager selection from the profusion of material facts and spiritual forces by which the past gives meaning and continuity to the present. By the narrowness of his selection Ibn Saud is compelled to deny the present and most of the past. Nothing in his statement indicates that, though he might not feel it, the Western world has long accepted the connection between the Jews and Palestine. This acceptance produced the opening phrase of the document in which is incorporated the British Mandate over Palestine—"Recognizing the historic relation between the Jewish people and Palestine. . . ." Fifty-three nations, including the United States, ratified the British Mandate with its specific instruction to the mandatory power to facilitate the creation of a Jewish Homeland in Palestine.



DR. WISE IS NOW WORKING FOR THE RESCUE OF THE JEWS TRAPPED INSIDE HITLER'S EUROPE



This is what I'm hoping for!



So I'm eating the right foods now!



We are what we eat. Good health depends on the right foods . . . such as a whole grain cereal like Nabisco Shredded Wheat. 100% whole wheat made up into crisp, toasted biscuits, Nabisco Shredded Wheat brings you valuable minerals such as iron and phosphorus. A good source, too, of Vitamin B₁ as nature provides it. A taste you'll enjoy year after year. Begin serving Nabisco Shredded Wheat—today!



IN REPLY TO KING IBN SAUD (continued)

In a political sense modern Arab history, as it affects the Near East, begins with the advent of the First World War. With the issuance of the Balfour Declaration in 1917 and the ratification of the Palestine Mandate in 1922, the present stage of the Palestinian political problem was set. Arab affairs and Arab aspirations were represented at the Peace Conference in Paris by the Emir Feisal.

Prince Feisal had received a modern education at the University of Constantinople. He had some knowledge of history and of geography. In his conversations with the Zionist leader, Dr. Chaim Weizmann, in statements to the press and to Mr. Justice Felix Frankfurter, and in memoranda to the Peace Conference in Paris, Prince Feisal reiterated again and again his sympathy with Jewish claims in Palestine and his belief in the value of a Jewish Homeland in that country for the Arab world as a whole. Against Ibn Saud's statement may be set the agreement or treaty between Feisal and Weizmann, reproduced here in full:

His Royal Highness the Emir Feisal, representing and acting on behalf of the Arab Kingdom of Hejaz, and Dr. Chaim Weizmann, representing and acting on behalf of the Zionist Organization, mindful of the racial kinship and ancient bonds existing between the Arabs and the Jewish people, and realizing that the surest means of working out the consummation of their national aspirations is through the closest possible collaboration in the development of the Arab State and Palestine, and being desirous further of confirming the good understanding which exists between them, have agreed upon the following Articles:—

Article I

The Arab State and Palestine in all their relations and undertakings shall be controlled by the most cordial goodwill and understanding, and to this end Arab and Jewish duly accredited agents shall be established and maintained in the respective territories.

Article II

Immediately following the completion of the deliberations of the Peace Conference, the definite boundaries between the Arab State and Palestine shall be determined by a Commission to be agreed upon by the parties hereto.

Article III

In the establishment of the Constitution and Administration of Palestine all such measures shall be adopted as will afford the fullest guarantees for carrying into effect the British Government's Declaration of the 2nd of November, 1917.

Article IV

All necessary measures shall be taken to encourage and stimulate immigration of Jews into Palestine on a large scale, and as quickly as possible to settle Jewish immigrants upon the land through closer settlement and intensive cultivation of the soil. In taking such measures the Arab peasant and tenant farmers shall be protected in their rights and shall be assisted in forwarding their economic development.

Article V

No regulation nor law shall be made prohibiting or interfering in any way with the free exercise of religion; and further, the free exercise and enjoyment of religious profession and worship without discrimination or preference shall forever be allowed. No religious test shall ever be required for the exercise of civil or political rights

Article VI

The Mohammedan Holy Places shall be under Mohammedan control.

Article VII

The Zionist Organization proposes to send to Palestine a Commission of experts to make a survey of the economic possibilities of the country, and to report upon the best means for its development. The Zionist Organization will place the aforementioned Commission at the disposal of the Arab State for the purpose of a survey of the economic possibilities of the Arab State and to report upon the best

CONTINUED ON PAGE 18

A Golden Rule plea to travelers

You know the burden the war has thrown on our hotels.

Located in key cities, Statler Hotels are often crowded—sometimes to capacity—with service men and civilians doing important war jobs.

We've got an important war job, too. Our job . . . our duty . . . is to provide accommodations for as many of you busy people as possible.

It's a job that calls for the co-operation of every traveler. And so we offer you a "golden rule" to follow . . . simple suggestions that will go a long way toward making life easier for your fellow traveler . . . and you:



- 1. Reserve rooms well in advance.** Make Hotel Statler reservations as far ahead of your arrival as possible. Write or wire—but be sure you include an address so that we can reach you if necessary.
- 2. Cancel unwanted reservations promptly.** It will make it easier for us to accommodate others if we know a room will be available.

- 3. Let us know as far ahead as possible when you intend to check out.** This will put us in a better position to accommodate other arrivals.

Apply these suggestions when you plan your next visits to any of our cities. You'll be helping your fellow traveler . . . and he'll be helping you.

**YOUR DOLLARS ARE URGENTLY
NEEDED FOR U. S. WAR BONDS**

STATLER HOTELS

Nothing old-fashioned but the hospitality

STATLER OPERATED
HOTEL PENNSYLVANIA . . . \$3.85
NEW YORK

HOTEL WILLIAM PENN . . . \$3.85
PITTSBURGH

HOTELS STATLER IN
BOSTON \$3.85 BUFFALO \$3.30
CLEVELAND \$3.00
DETROIT \$3.00 ST. LOUIS \$2.75
WASHINGTON, D. C. \$4.50

Rates Begin At Prices Shown

"Won't be long
till he's wearing
a new
Arrow Shirt!"



EVERY Arrow Shirt features the smooth-fitting "Mitoga" figure cut—and exclusive Arrow Collar! Each button is anchored by a special stitch. ALL Arrow shirts bear the "Sanforized" label—they can't shrink over 1%! See the Arrow White Shirts! They're swell—either with non-wilt collars or soft (\$2.24 up). And take a look at Arrow quality oxfords, plain or button-down

collars (\$2.46). These shirts measure up to the BEST YOU'VE BEEN BUYING, in both quality and style! Made by Cluett, Peabody & Co., Inc., Troy, N. Y.

• These days, your dealer may not always have a complete line of Arrow Shirts. If so, we're sincerely sorry. But please don't blame him. It's nobody's fault; it's caused by unavoidable war-time shortages and delays.

ARROW SHIRTS

★ BUY U. S. WAR BONDS AND STAMPS ★

IN REPLY TO KING IBN SAUD (continued)

means for its development. The Zionist Organization will use its best efforts to assist the Arab State in providing the means for developing the natural resources and economic possibilities thereof.

Article VIII

The parties hereto agree to act in complete accord and harmony on all matters embraced herein before the Peace Conference.

Article IX

Any matters of dispute which may arise between the contracting parties shall be referred to the British Government for arbitration.

*Given Under Our Hand At London, England,
The Third Day of January,
One Thousand Nine Hundred and Nineteen*

CHAIM WEIZMANN

FEISAL IBN HUSSEIN

It is from the present realities that the future of Palestine will be shaped and no comment on King Ibn Saud's views would be valid without taking them into account. Ibn Saud states that further purchase by Jews of Arab property in Palestine would only bring "to the people of Palestine loss and injury, and poverty and decay to their doors."

King Ibn Saud is master, by the good old right of conquest, of one-third of Greater Arabia. Syria, Iraq and the Yemen, with ten of Arabia's fifteen million inhabitants, are not under his rule. But in no Arab country, and least of all in any under the domination of Ibn Saud, has there been a general progress in the condition of the Arab masses remotely comparable with that which Zionist work has brought to the masses of Palestine. Arab agriculture there has flourished, Arab wealth accumulated, the Arab standard of life risen, the Arab population increased in Palestine to an unprecedented degree. The warning against the devastating effects of Zionist efforts in Palestine is one of those peculiarly daring inversions of fact which belong to the technique not of the Mohammedan but the Berlin school of propaganda.

Today 600,000 Jews are settled in Palestine. The testimony of every traveler reveals the bond between these Jews and the land they have so laboriously re-created. The question of a Jewish future in Palestine is no longer a problem in theory. They are there. Our concern is whether the civilized world, judging the record of those who are there and the need of those who so desperately wish to be there will close the doors to further Jewish immigration. It would be scant return for the tortures that the Jews of Europe are now undergoing to accept Ibn Saud's solution for their homelessness, for the necessity that forces them to seek a new place to live.

The Jewish problem is one which cuts deep into the tormented condition of the world. It represents more than the sufferings of some millions of human beings identified as Jews, though these sufferings have attained a ghastly pre-eminence even in this time of universal horror. It is a key problem. It interlocks with many problems which bear on the general progress of mankind. It is organically associated with the content and strategy of the Nazi philosophy. It will undoubtedly be exploited to the full by those groups which will seek to prevent the United Nations victory from leading to a constructive, cooperative peace. The solution of the Jewish problem everywhere is organically bound up with the re-creation of the Jewish Homeland in Palestine. It is unthinkable that this necessary act of historic justice shall be referred to the wishes and philosophy of the ruler of Saudi Arabia rather than to the liberal and enlightened opinion of the world's statesmen.

Despite what had long been believed to be the friendly attitude of Ibn Saud toward the Jews, not only as the ancient dwellers of Palestine, but as its beneficent rebuilders, Ibn Saud, strangely enough, has chosen to speak out against one of the supremely needed reparations of history. One cannot believe that this improvisation represents a final attitude toward the Jewish people and their tragic needs. May we not rather hope that among those who will give furtherance and sanction to the resettlement of Jews in Palestine and the re-creation of the Jewish National Home therein will be found one of the great leaders of the Arab World, His Majesty Ibn Saud. The Jewish rebuilders of Palestine have not been beggars. They have behind them the material strength and the spiritual loyalty of the whole Jewish people. That still remains true, and it may well be that Saudi Arabia will not be the last or least to profit from the capacity of the Jewish people to re-create out of centuries of poverty a land rich in quickened material and spiritual resources.

MAGIC BEADS

that promise New Miracles
from Petroleum!



No, they're not pearls—nor any other precious jewel—their value is even *more* fabulous than that!

You're looking at the new "Bead Catalyst" discovered by Socony-Vacuum scientists—a catalyst so far superior to any heretofore used in gasoline refining—that even it distilled from the fuel stock produced delivers vastly superior power and performance in aircraft engines.

Thus, America can now plan to

greatly expand its output of needed 100 Octane aviation fuel.

It has for America's war planes, few gas engines will permit for higher power output from their super engines—greatly increased bomb loads and/or wider cruising range!

Even before the discovery of the secret new "bead catalyst" our scientists had perfected and helped to develop the Houdry Process of Catalytic Cracking. Had only recently

perfected the revolutionary new FCC Process—a continuous method for refining 100 Octane aviation gasoline in quantity.

Thus America's "black gold," Petroleum, distills up new treasures. Newest key to that storehouse—these beads—that open up a whole new world of engine power. 100 Horsepower. SOCONY VACUUM OIL CO., INC., and Affiliates, Magnolia Petroleum Co., General Petroleum Corp. of California.



Mobilgas

SOCONY-VACUUM

TUNE IN RAYMOND GRAM SWING—Blue Network
Coast-to-Coast, 10 P.M., E.W.T., Mon. Tues. Wed. Thurs.

Coming—
In Mobilgas

Flying Horsepower!

New Super Power
for U. S. Planes



Please be patient. We're doing our best to spread our prewar stocks of Old Grand-Dad fairly—as we're now 100% engaged in war production of alcohol.

IT'S an illustrious family—this bourbon family—with many distinguished members. But Old Grand-Dad heads it... heads it unmistakably, as one taste will tell you. There's sunny mellowness to Old Grand-Dad, rare fragrance, a delightful taste. You will like it from the first. And you will never stop liking it.

SERGEANT'S NEW BABY

LIFE shows him pictures of her

Dear Sergeant Grant:

It is no news to you that you have a six-month-old daughter named Marilyn who was born in Louisville after you had gone overseas with your armored division. Because you have never seen this little girl, **LIFE** sent Photographer Eric Schaal to Louisville to take these pictures of her for you. Marilyn, as you know, is with her mother and her Grandparents Koch during your absence.

From the photographs you can see for yourself that Marilyn is plump and pretty, with considerable dignity for her age. People think she looks like you. Except for a couple of slight colds, Marilyn has never been sick, and next week she is to be inoculated for whooping cough and diphtheria. Her mother and grandmother are careful to keep her on strict eating and sleeping schedules, which may account in part for her good health and good behavior. She has been getting cereal for the past two months and she tried three kinds before she found one she liked. She is fond of bananas and applesauce but refuses to eat spinach.

Every morning at 6.30 she sits with her grandmother in the backyard and helps her throw bread-crumbs to the birds. After a short nap she plays with her toys. Her favorite is a bright string of rings and balls across her crib by which she tries to pull herself upright. She can roll over like a baby seal and prop herself up on her knees and elbows. The other day she sat up alone for the first time. She now weighs 18 pounds.

We hope you will like these pictures of your daughter, Sergeant Grant, and that you will be able to see her for yourself before long.

THE EDITORS OF **LIFE**



Marilyn Grant is the daughter of Sergeant and Mrs. Thomas Grant. Her father, overseas with the First Armored Division,

has never seen his little girl. She is now teething. She has violet eyes, curly brown hair, and a good disposition



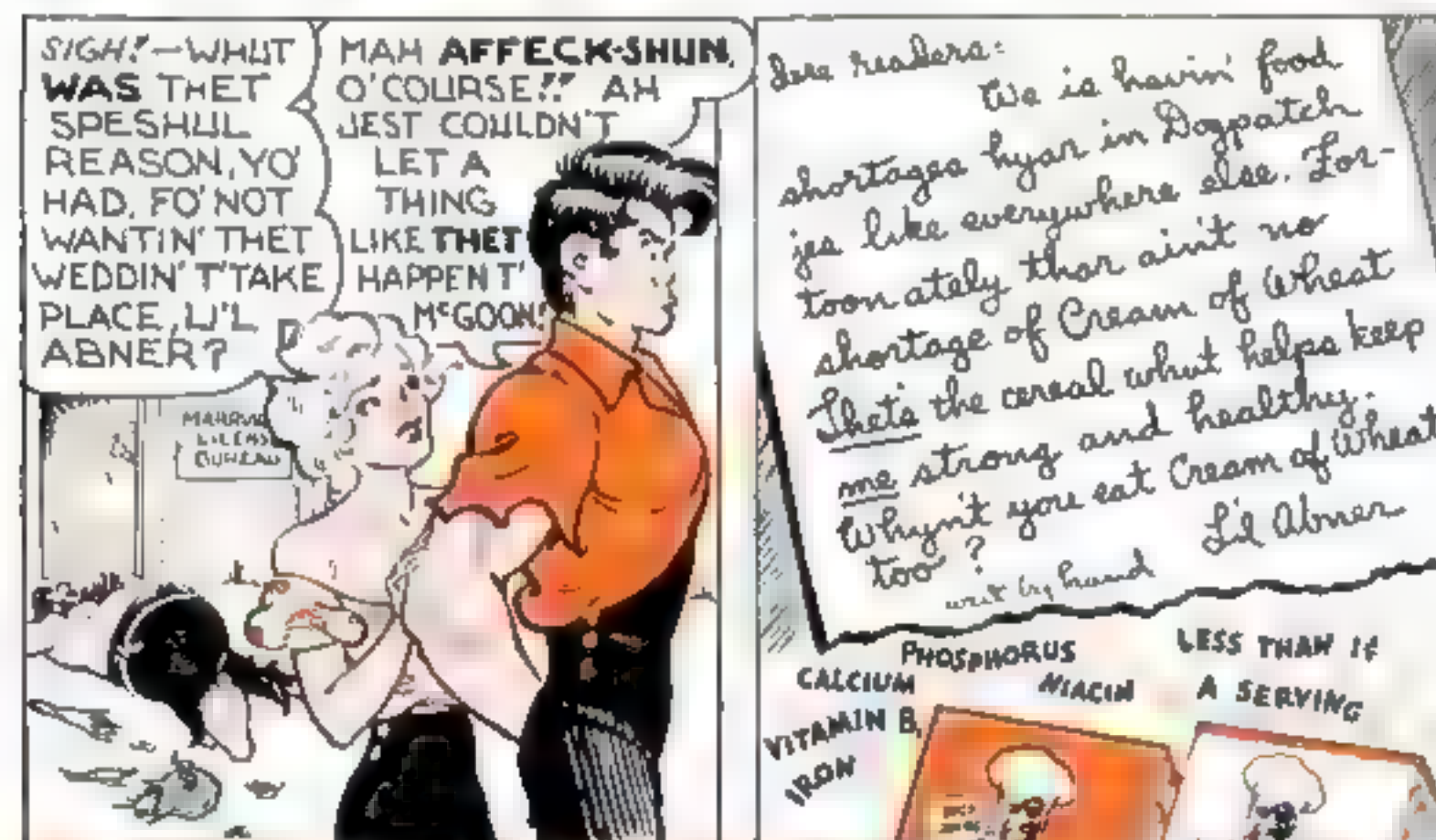
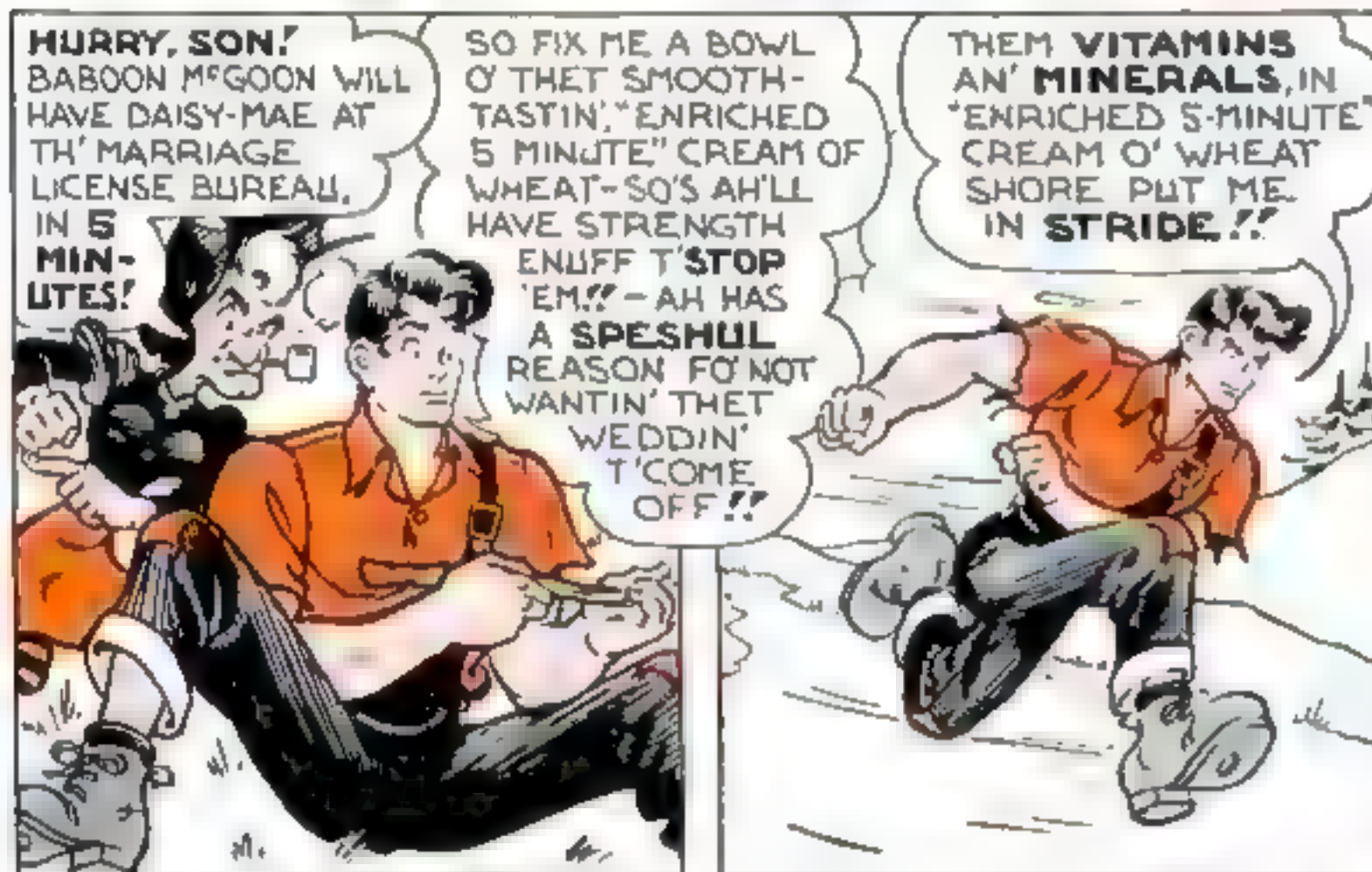
Six o'clock is reveille for Marilyn, who sleeps soundly for eleven hours. Even at this early hour she giggled at the photographer's flashbulbs. She got her bottle a few minutes later.



Her morning bath is a high point of Marilyn's day. Here she seems reluctant to end her swim and determines to take the wash cloth right along with her. She weighed 9 lb., 4 oz. at birth.

LIL ABNER by AL CAPP

Reg. U. S. Pat. Off.



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CREAM OF WHEAT AND ENRICHED 5-MINUTE CEREAL ARE U. S. PAT. OFF.

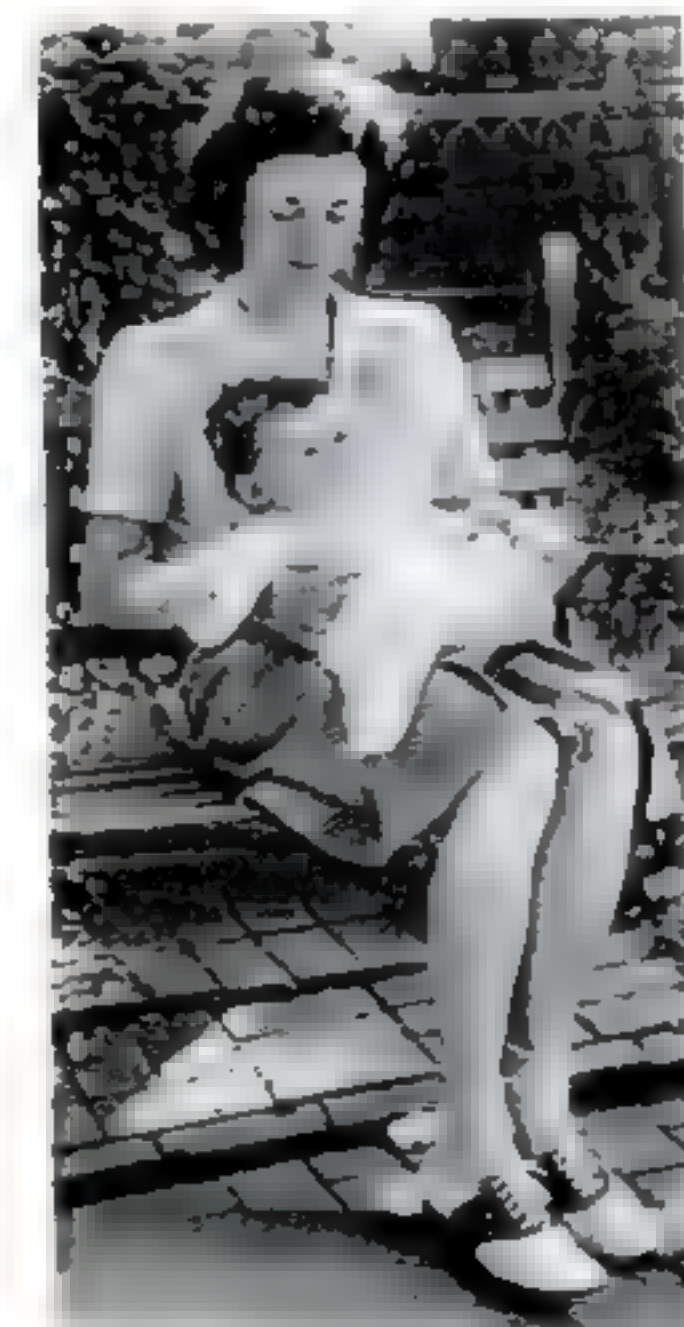
Sergeant's Baby (continued)



In her new high chair Marilyn goes after strained vegetables, gets most of them on her face. Dinnertime is 2 o'clock. She naps a while, then takes the air in her buggy.



End of the day finds her at ease again with her bottle. She has recently discovered that feet make fine playthings. She goes to sleep at 7, doesn't peep until morning.



Mother and baby enjoy the sun in the yard. They live with Mrs. Grant's parents.



Father Thomas Grant is a sergeant with a U. S. armored division in North Africa.

Have you heard the story of Sandy Macleod A man with the habit of thinking out loud?

Now it happened that Sandy, one hot summer day,
Went out for his lunch to a local café!
And, after some fruit, he had baked macaroni,
Then ordered iced coffee and bisquit tortoni.

Said the waiter: "No coffee, sir. Much to our sorrow
We have used every bit we could buy, beg, or borrow.
So may I suggest, as an excellent drink,
A glass of iced Postum, sir. What do you think?"
"Iced Postum? No, thank you," said Sandy Macleod,
Then started—as usual—thinking out loud.



"This Postum, I gather, is something you take
If you're one of the people caffeine keeps awake.
And its taste, I would wager my good reputation,
Is coffee-ish, rather, but quite imitation"

Thus thought our Macleod as he nibbled tortoni,
When—"Pardon me, sir, but your reasoning's phoney!"
The voice was a youngish voice, pleasant and gay,
And it came from a girl just one table away.
"My boldness," she chuckled, "may not be quite laudable
But, really, the thought that you just made so audible
Is as far from the truth as from Maine to Tacoma
For Postum's distinctive in taste and aroma!"



"Just try it, my good sir, I'm sure you'll agree
It's no more like coffee than coffee's like tea,
But a wonderful drink in its very own right.
I know 'cause I drink it each morning and night.
Very rich and robust is the flavor it's got
And it's just as good iced as it is steaming hot.
So if you'll try Postum—I say in conclusion—
I'm sure you'll forgive my unwanted intrusion."

Well (possibly 'cause the intruder was nice)
He *did* order Postum, with plenty of ice.
The first sip or two he approached rather warily,
Then he drained the whole glassful, and, smiling, said: "Verily,
'Tis a good thing for you, Mr. Sandy Macleod
That you got in the habit of thinking out loud!"



TWO OTHER WORTHWHILE THOUGHTS:
Postum comes in two forms: Postum,
which you boil, percolate, or drip; and
Instant Postum, made instantly
in the cup, by adding boiling water.

★ Tune in The Aldrich Family, Thursday nights,
NBC Network.



**POSTUM—ONE OF
AMERICA'S GREAT MEALTIME DRINKS**





Center trees are too close together in this stand of shortleaf pine, so the one at left will be cut down and turned into lumber.

The one at the right will be left to grow bigger, in accordance with modern "tree farm" methods. Shortleaf pines shed side

branches as they grow, leaving the trunks clean. When felled, their tops are trimmed off and they are then ready for the mill.



Old injury, shown by the scar near the eighth ring, slowed the growth of this tree. It should have been cut out early so that a healthy sapling could have taken its place.

THE SHORLEAF PINE

It is not handsome but it makes a useful crop

The straight slender trees in the photograph on the opposite page are not as spectacular as the redwoods of California or the Douglas fir of the Pacific Northwest, but they are just as important—and maybe more so—in the nation's lumber supply. They belong to the species *Pinus echinata* (shortleaf pine), a common, hardy tree that covers millions of acres in the South. The great asset of the shortleaf pine is that it is virtually indestructible where modern "tree farming" methods are used. Its seeds are very profuse and it will renew itself indefinitely by throwing up seedlings around cut-off stumps. Its saplings can stand more shading than other trees; it flourishes in scanty clay soils. In the hot Southern climate it grows faster than comparable Northern trees.

Because of these valuable traits, Southern States like Alabama are now encouraging small landholders to "farm" shortleaf pine as a steady crop, like cotton or tobacco. The South already produces 42% of the nation's lumber (the West and Northwest together produce 46%). Shortleaf pine should not be confused with the harder but less hardy longleaf (*Pinus palustris*) or slash pine (*Pinus caribaea*) used for papermaking and turpentine.



Normal growth of shortleaf pine in a well-tended forest is shown by the wide annual rings of this log, which is just as big around as the one at top, but only half as old.

CONTINUED ON NEXT PAGE



IN YOUR *Victory Garden...* BUT AVOID PAINFUL BURNING

For a glorious tan without ugly red sunburn... use SKOL!

Skol filters out the harmful burning rays, but lets the tanning rays pass through! Skol is not oily or messy, dries quickly, doesn't pick up sand or soil.

Contains an exclusive, patented form of tannic acid. It's antiseptic and helps relieve sunburn, too.

Skol Company, Inc., New York.

(NOT OILY)



SUN YOURSELF AND WORK BETTER



* SKOL is the non-oily sunburn preventive most extensively used by the Armed Forces! * WAR WORKERS, you need extra sun! Work and play outdoors in bathing suit—and SKOL.

What's Cookin'?



Blackie: "I can't see what's on the fire, Whitey."
Whitey: "Be patient, Blackie—there's always pleasure ahead where we are concerned."

You said a mouthfull
BLACK & WHITE always gives pleasure because every drop of this famous Scotch is 8 years old. And every bottle comes from Scotland's choice reserves accumulated before the war started! Remember—shipments are still coming in—so now, as always—ask for **BLACK & WHITE**.



"BLACK & WHITE"

The Scotch with Character

BLENDING SCOTCH WHISKY • 86.6 PROOF

THE FLEISCHMANN DISTILLING CORPORATION, NEW YORK, N. Y. • SOLE DISTRIBUTORS

Shortleaf Pine (continued)



Shortleaf seedlings push their way up through tangled grass and undergrowth wherever there is a cutover spot. This year-old shoot is already strong and sturdy-looking.



Two-year-old seedling displays the crest that will stay with it until maturity. Shortleaf pines reseed themselves so abundantly that no replanting by hand is necessary.



Five-year-old sapling is a small tree in itself. Full-grown shortleaf pines average 80 to 120 feet in height. Their wood is used for doors, windows and interior house trim.

CONTINUED ON PAGE 39



the Luftwaffe ranged the air. Should this raid end in disaster, the faith and morale of the 8th Air Force and its sponsors in Washington would suffer incalculable harm.

The hours between take-off that afternoon and return a little before sundown were hours of apprehension. Then the first radio reports came in—all our planes had safely recrossed the English coast. Waiting on the control tower at the aerodrome were Major General Carl A. Spaatz, then commander of the 8th Air Force, members of his staff and high-ranking officers of the R.A.F. With them on the tower stood Artist Peter Hurd, who was under assignment to paint the 8th Air Force for LIFE (see LIFE, Feb. 1). As they waited silently, Hurd sketched the great field, its con-

crete runways and surrounding trees, the waiting crash trucks and "meat wagons" (ambulances), the C-47 transport plane at left and the Spitfire in the foreground.

Then the Fortresses appeared—peeling off into flights of six and elements of three. In joyous and spontaneous breach of regulations, ground crews surged out onto the field almost to the runways. And with equally enthusiastic disregard of air discipline three Fortresses "buzzed the field," roaring past the control tower a scant few dozen feet above the ground. If ever there was a time for a bit of irregular celebration this was it. And it was this happy hell-raising scene, which never occurred again, that Artist Peter Hurd chose to portray in his historic painting of a historic day.

This is the Grocer



of BLUE RIBBON TOWN

...whose motto is—"Never let customers down!"

RATIONING hasn't discouraged me, No Sir!
For part of my job
as the neighborhood grocer
Is knowing my stocks
so when customers question—
I'm right on my toes
with a timely suggestion.

ESPECIALLY now with
this wartime condition,
I recommend foods that
are high in nutrition—
And then, as a finishing
touch of good cheer,
I tell them—"Of course,
you'll want Blue Ribbon Beer."

NOW the moment I mention
that full-flavor blend,
They smile like I'd
mentioned a mutual friend—
For Pabst has a taste
that is widely appealing—
In fact, it's a symbol
of friendly good feeling.

KNOWING which foods to buy—and why—is a problem these days in Blue Ribbon Town, U.S.A. (your town—everybody's town). But there's one item on the grocery list that leaves no room for doubt—Pabst Blue Ribbon Beer.

Pabst Blue Ribbon, the largest selling beer in the homes of America, is now more than ever, the symbol of friendly companionship. Softer and kindlier tasting. Pabst is made by an unusual process called "full-flavor blending" which brings you all the taste tones of a well-rounded, "complete" beer.



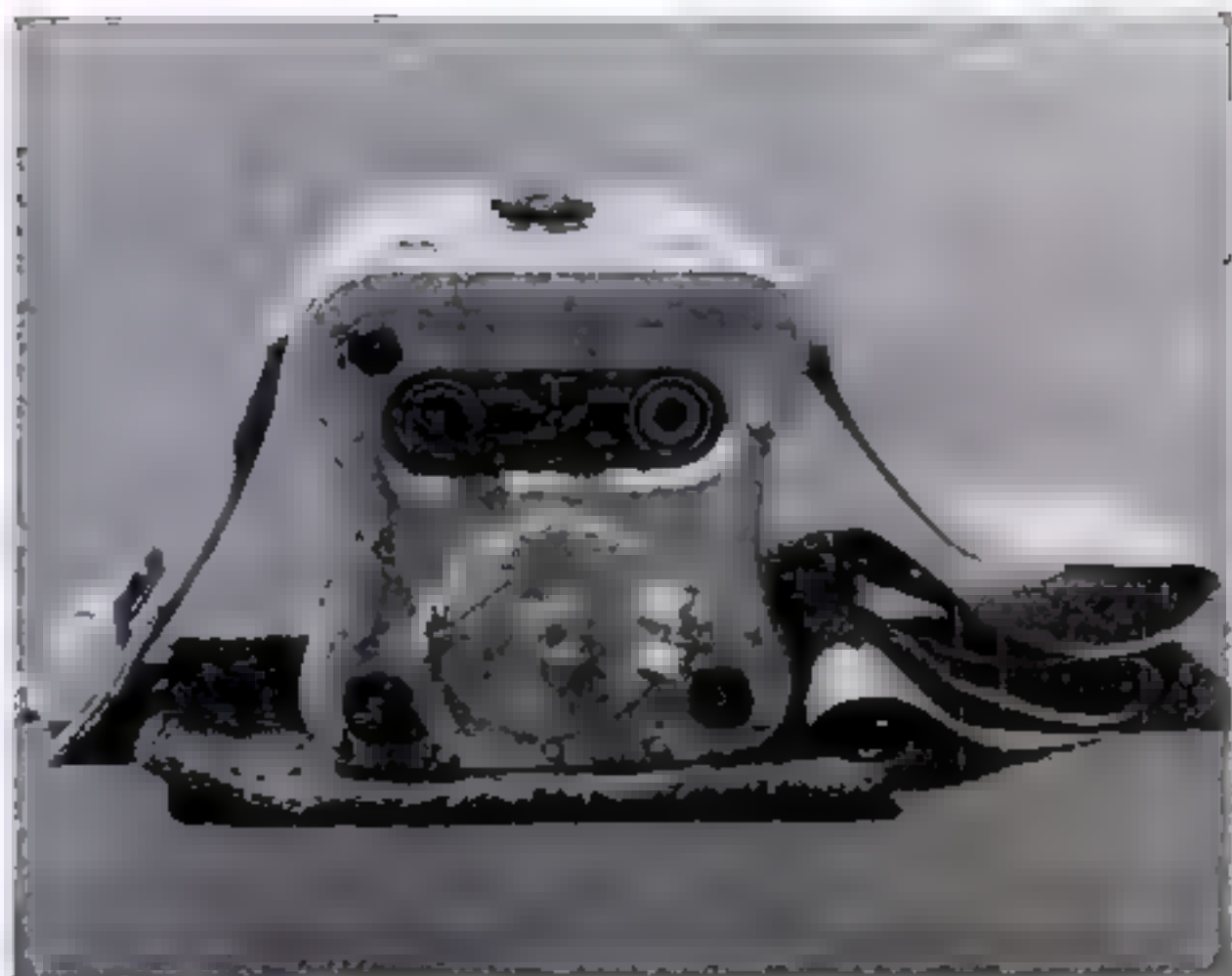
Now More Than Ever
A Symbol of
Friendly Companionship

33 FINE BREWS BLENDED into One Great Beer

Copyright 1942, Pabst Brewing Company, Milwaukee, Wisconsin



TUNE IN THE LAUGH SHOW OF THE WEEK. GROUCHO MARX as your host of
"BLUE RIBBON TOWN!" Every Saturday Night . . . Coast-to-Coast CBS NETWORK



Hourglass shape gives Gibson Girl radio transmitter its name. Set is strapped and held snugly between operator's knees while he turns the generator crank.

GIBSON GIRL

Life-raft radio automatically transmits
SOS signal and leads rescuers to scene

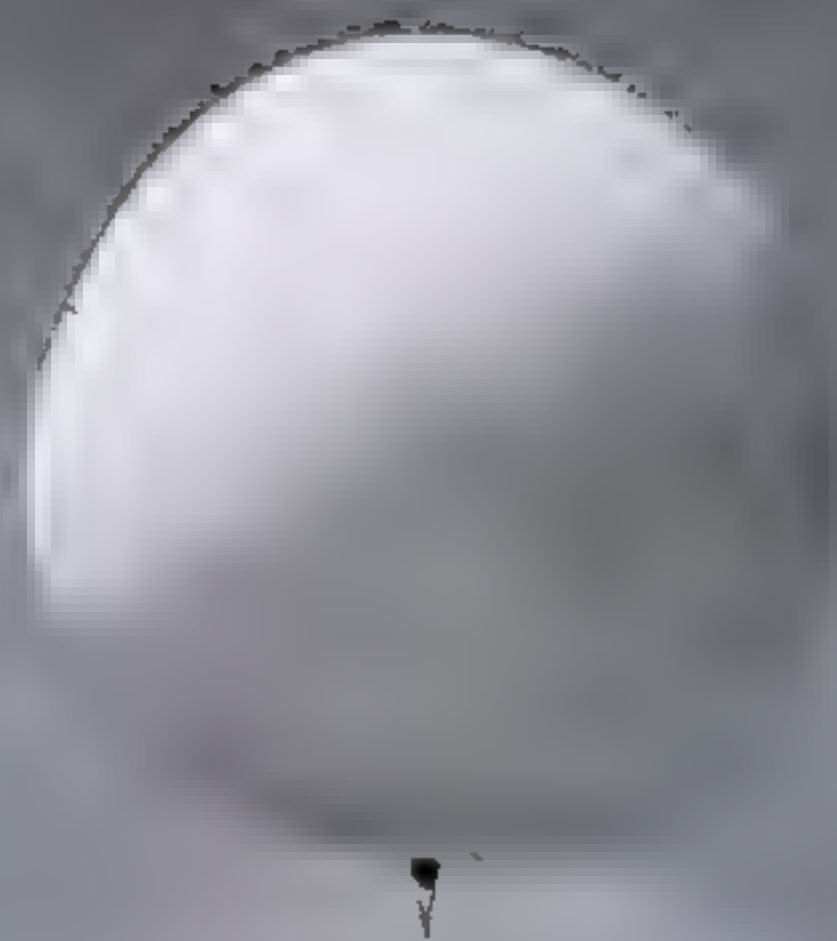
An hourglass-shaped radio transmitter, inevitably named the "Gibson Girl," is the latest achievement in the U. S. Army Air Forces' life-raft technology. It is easily the castaway's best chance to be rescued. On the turn of its generator crank, the Gibson Girl sends out an SOS on the 500-kilocycle international distress frequency which can be heard anywhere in a 150,000-square-mile circle around the raft.

As shown here, the Gibson Girl is equipped with a balloon to fly its aerial in calm weather and a box kite to fly it in a high wind. The balloon is inflated with hydrogen produced by immersion of a simple chemical generator in the sea. The set is in other respects designed against chance and hazard. It is, of course, water and shock proof and unsinkable. For the few Air Corps men who do not know Morse it is equipped to send the SOS automatically. At night, when rescuers are approaching, its generator can be switched on to a blinking light.



Box kite takes aerial up in stormy weather which would force balloon down on water. Balloon (right) is for calm weather. Aerial extends upward for 300 feet.

RADIO



Toughest usage can't rip this **BUXTON**—it's *stitchless*!



A Buxton "3-Way"
depends on neither
thread nor glue
to hold together!



A one piece, self interlocking construction holds the "3 Way" together! Our guarantee—if any stitchless Buxton should give out in normal use before the leather itself wears out, we will replace it FREE!

(above) "3-Way" in
Pun Morocco—\$7.50

"3-Way" in Levant
Goat—\$3.50

"3-Way" in
India Goat—\$5.00

SERVICE MEN in an impartial poll voted billfolds a top favorite among 51 gift suggestions.

When you buy a billfold—make sure it's a *stitchless* Buxton "3-Way." A patented construction permits a Buxton to keep that "just-bought" look. You see—a Buxton's flexible—when you fill it full—it *expands*. And as you lighten the load, it *eases back*!

The "3-Way" has *three* full-length compartments to keep bills, papers, checks... plus *eight* smaller compartments.

Remember, a stitchless "3-Way" is so durable and good-looking a man will use it *for years to come*!

See a Buxton at a department, leather goods or accessory store

Buxton, Inc., 4344 Orleans St., Springfield, Mass., or Dept. J, 47 West 34th St., N. Y. C.

Three billfolds for price of one!

1. A REGULAR POCKET FILE! Save fumbling for papers, money, cords, credentials! Buxton "3-Way" is trim, yet contains 3 full-length compartments and 8 smaller ones! The best leathers are used throughout—and the craftsmanship is unequalled!



2. A SECOND FOLD! Lift it out. You have a complete, streamlined billfold that slips into an inside pocket without making a bulge. Can be separately checked at hotel—or used for evening wear.



3. A SECRET POCKET! A third billfold. When you don't want strangers to see contents of your billfold, simply reverse the inner fold. It becomes a hidden pocket—a swell hideout for large bills or private papers!



Buxton "3-Way"

Gibson Girl (continued)



Generator crank is stowed in watertight recess in side of Gibson Girl case. The set is tuned to international distress frequency, which is constantly watched by ships at sea.



Antenna unwinds from spool which also swings into recess in the case. Switch in the panel permits choice of automatic SOS or button for transmitting other messages.



Blinker light, strapped on operator's head, is powered by generator to guide rescuers at night. When close enough to shore, the SOS trips auto-alarm in rescue stations.

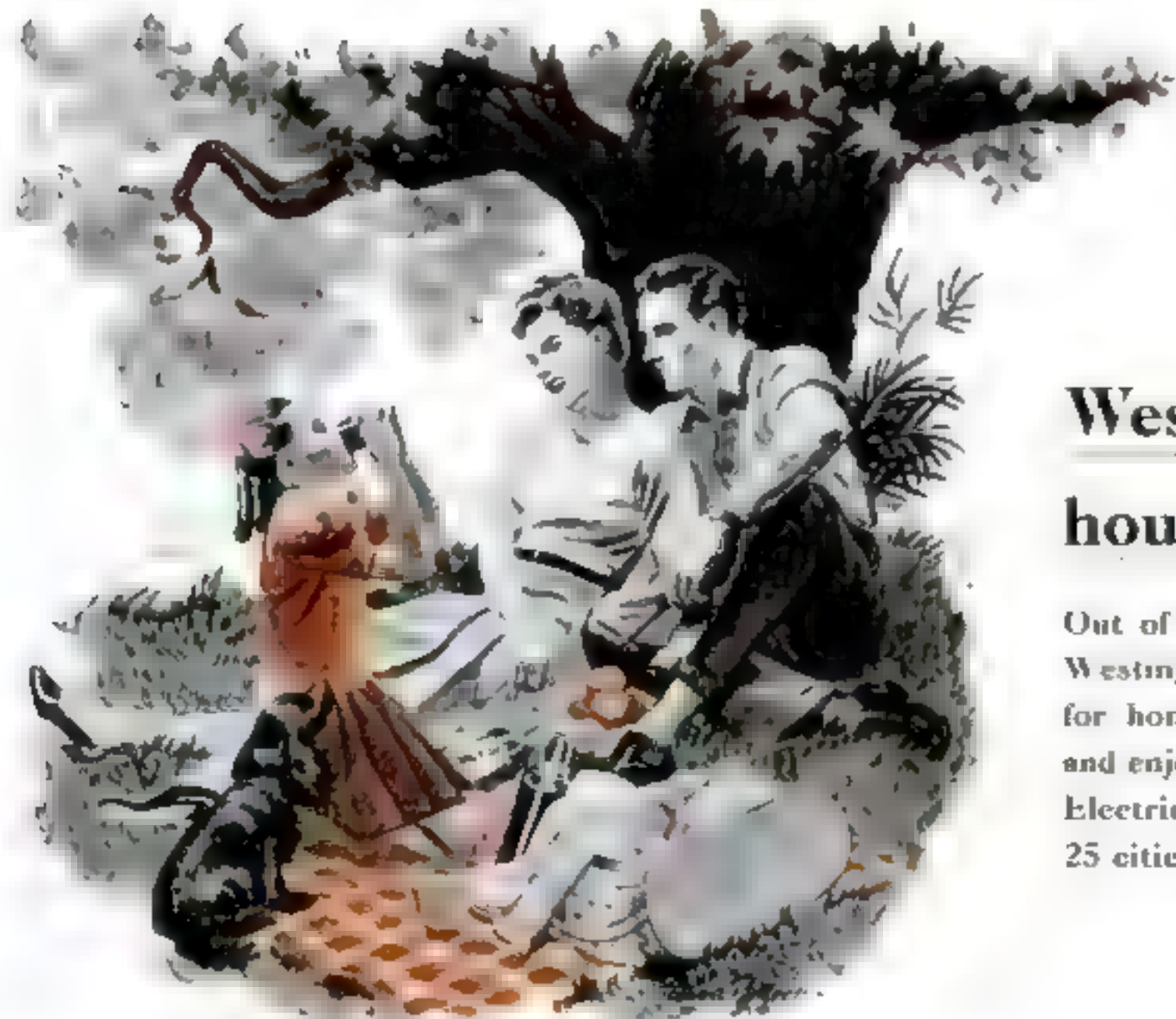
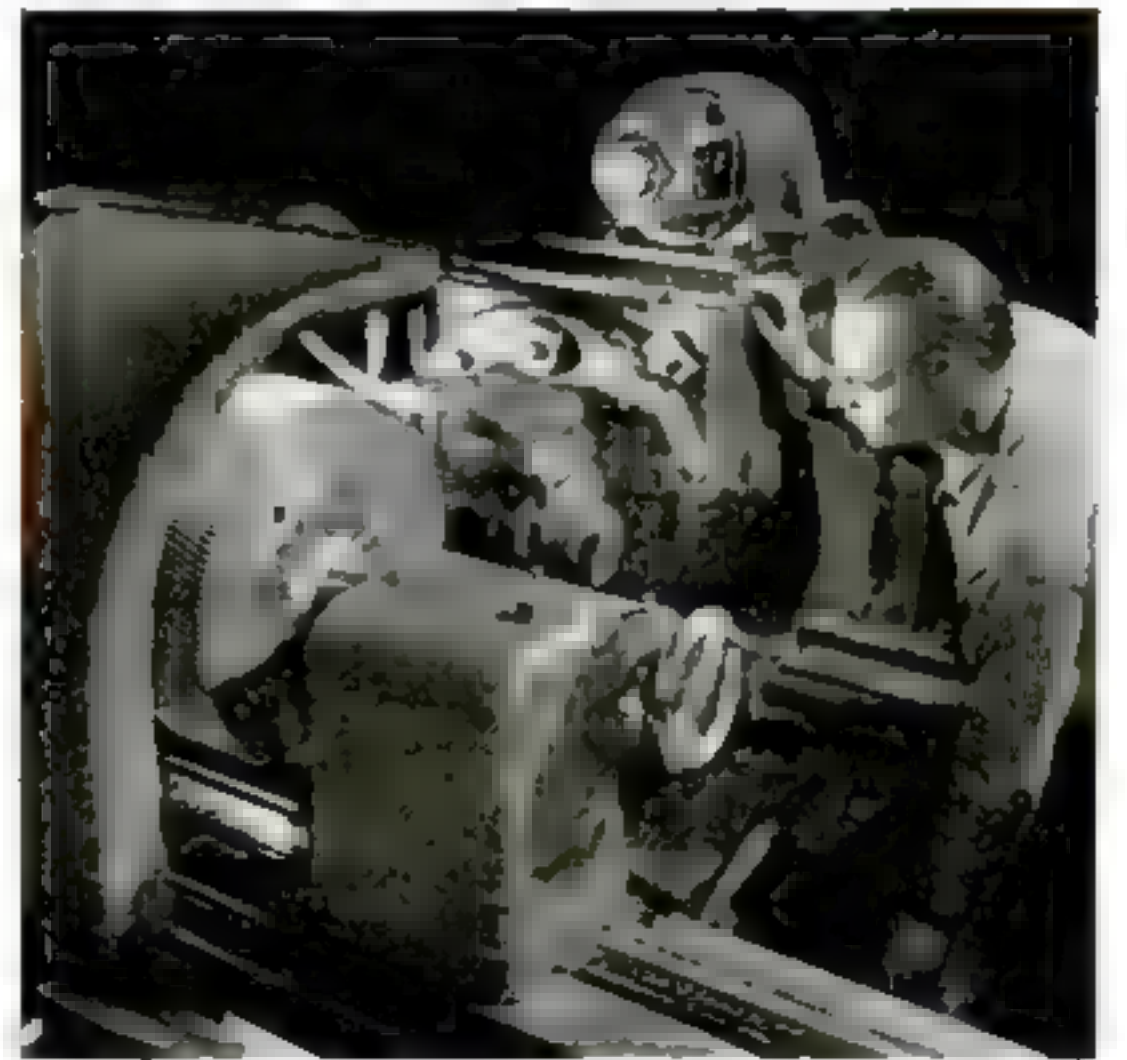


Westinghouse helps in every zero hour . . .

On ships, in planes and tanks, with the troops and gun crews, zero hours bring thousands of Westinghouse war products to their destined, ultimate service—on every front, in every battle.

Westinghouse fights with millions of man-power hours . . .

Westinghouse proficiency in electrical design and manufacture, in ceramics and plastics, in metallurgy . . . Westinghouse ingenuity and inventiveness are finding new and better ways for making weapons of war.



Westinghouse will bring future hours of freedom . . .

Out of the skill and experience gained in wartime, will come even finer Westinghouse products. Improved electrical appliances and apparatus—for homes, farms, and industries—will bring a new measure of freedom and enjoyment to the men and women of a world at peace. Westinghouse Electric & Manufacturing Company, Pittsburgh, Pennsylvania. Plants in 25 cities—offices everywhere.



NAVY WIVES AT KEY WEST

They wait for their husbands' return

To Navy wives the oceans of the world are big and broad and empty. It is their nomadic job to follow their seagoing husbands to the farthest spit of land, there to say goodbye and watch the ships sail out over the horizon. Then begins the long wait, which may last for months or even years. To keep busy, some of them get jobs or do war work. Others have their hands full taking care of their children. Today in San Diego, Los Angeles, Honolulu, San Francisco, Bremerton, Norfolk and New York thousands of Navy wives are waiting for their husbands to come back from the sea.

The Navy wives shown here are living in Key West, Fla. They are particularly fortunate. The sun is warm and they can loaf in their bathing suits all day long. Most of them are young and pretty, and when they sprawl in the sun they make a picture reminiscent of peacetime at any resort beach. When bored with tanning themselves, they can play acey-deucey or bridge, fish, knit, go sailboating or help out at the new Red Cross surgical-dressing room. In addition, they live at the Casa Marina, formerly the island's swankiest hotel, now taken over by the Navy. The big day, of course, will be the day their husbands come home. Meanwhile they are often restless, but never gloomy.



Sewing on this Key West beach, which is dappled by the late afternoon sun and shade, is this Navy wife. Her young son

plays nearby in the water. Occasionally her eyes lift up from her work and she gazes out over pier toward the far horizon.



Wearing a light white one-piece suit, Mrs. Henry Canazzi talks to a friend on the pier. Mrs. Canazzi is often envied by other wives because her lieutenant husband is stationed temporarily at Key West.



Bare-midriff suits, crowned with turbans and sunglasses, are the styles worn by Ruth Owen (left) and Sally Eggleston. Key West is hot in summer but breeze keeps it pleasant.

SAVE BUTTER—try this delicious **MUSTARD BUTTER** made with **FRENCH'S**



MAKES SANDWICH
BUTTER GO
50% FURTHER!

**Easy to mix—
just add FRENCH'S to butter!**

1. Measure 2 tbsp. French's Mustard.
2. Take 4 tbsp. butter (or margarine), soften to room temperature.
3. Blend mustard into butter. (French's is so smooth and creamy it blends perfectly.) Keep in ice box and use as a spread for sandwiches instead of plain butter.

You can make sandwich butter go 50% further and make your sandwiches the kind they'll rave about! The delicate spicy flavor of French's Mustard blends perfectly into the butter—makes sandwich fillings taste *extra* good. Especially delicious with meat or cheese. French's brings out *all* the good meat flavor.

GOSH, THIS
TASTES **GOOD!**



LARGEST SELLING PREPARED MUSTARD IN U. S. A. TODAY!

Navy Wives (continued)



Along walk at rear of Casa Marina stroll Navy wives. In peacetime, with its view of Gulf, its swimming pool, luxurious accommodations, Casa Marina was popular spot.



Playing acey-deucey are Mrs. Leo Cronan (left) and Mrs. Frank Oldham. Mrs. Cronan's husband, formerly with Brooks School, is athletic director at Boca Chica air base.



Shuffleboard is played on the hotel grounds by Mrs. James Watts while Mrs. Canazzi watches. A luxurious palm-shaded walk extends from the hotel to the beach.

CONTINUED ON PAGE 31



It's a family game of Chinese checkers and Anna Mae's move . . . everybody looks happy and is happy. Who wouldn't be, with the comforts and advantages we Americans enjoy? To help keep them we urge everyone to buy War Bonds.

"Nothing is too good for this country that has been so good to us!"

"I have to admit I was a little scared when I came to America in 1913, as a lonely, friendless boy of 16. But back in Hungary we had heard of the opportunities a man could have in America, and just thinking about that, and the idea of real freedom, made me feel better and braver, deep down inside when my boat passed the Statue of Liberty. It was tough going at times in the beginning, but that only helps me appreciate what I have today—a swell

job with a fine company—a wonderful wife—two dandy kids—our own comfortable home, and our own car. Nobody in the old country could ever hope for the comfortable living we enjoy here in the U. S. A. We want to keep it always. That's why I put everything I have into my job at Revere to help turn out the stuff our boys need to win the war. That's why our family buys War Bonds regularly. Nothing is too good for this country that has been so good to us."

JOHN MIHALY



Revere is mighty proud to have John Mihaly for a partner. Our company has thousands of workers like him. Happy people, like the Mihalys, justify the American principle of free enterprise as Revere every day strives to exemplify it. Today our Company is 100% devoted to wartime production. But when Victory comes, our company, through men like John Mihaly, will devote that same energy toward making your life richer. Our products, old and new, and our services, will continue to bring added comfort, security and happiness to every American family in the land, as they have been doing for 142 years.

REVERE

COPPER AND BRASS INCORPORATED

Founded by Paul Revere in 1801

Executive Offices: 230 Park Avenue, New York



Anna Mae and Louis both tickle the ivories; entertain the family and friends many an evening . . . Anna Mae likes to practice a wee bit better than Louis! Boys will be boys!



I started with Revere back in '23 and have been at it ever since. I operate a Cold Finishing Roll and enjoy my work—in fact, it's my only hobby besides the family—and keeping the house in spick-and-span repair.



Son Louis and I are close pals. We have great fun working together assembling model planes to scale. Louis aims to be a flyer. Meantime he runs a thriving daily paper route—56 customers.



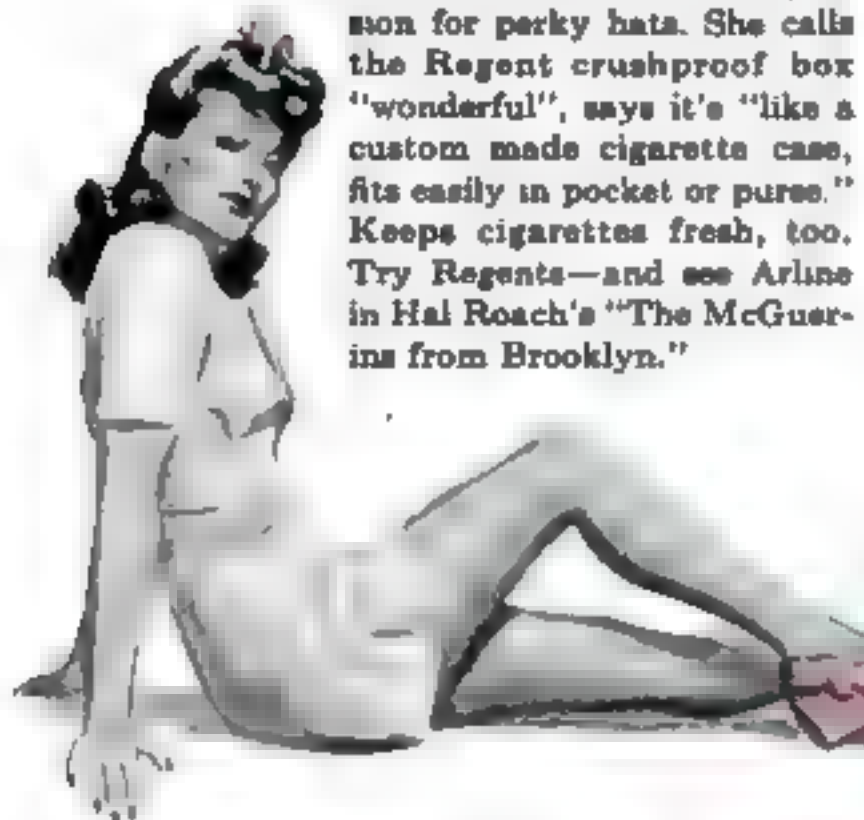
This year, like so many of us, Mrs. Mihaly and I made out an income tax for the first time in our lives. It took a little figuring but we were proud to give our bit to Uncle Sam.

Have you heard this about Bendix... Judge... Crosby?

WILLIAM WAS ONCE bat boy for the New York Giants. Now he's making hits as a movie star (Latest: Hal Roach comedy, "Taxi, Mister"). About Regents, he says: "The importance of value is greater today than ever. Regent means extra value because it's King Size—over 20% longer."



ARLINE IS A COLLECTOR of perfume bottles, has a passion for perky hats. She calls the Regent crushproof box "wonderful", says it's "like a custom made cigarette case, fits easily in pocket or purse." Keeps cigarettes fresh, too. Try Regents—and see Arline in Hal Roach's "The McGuerins from Brooklyn."



BOB WOULD LIKE TO BE a lawyer, if he couldn't sing and lead his band. He's also keen on handball, flying and the better taste of Regents. You'll enjoy Regents, too. Their choicer tobaccos are specially selected for finer flavor. And Regents are so gentle to your throat!



ALL THREE AGREE that Regents are a milder smoke! Multiple Blending does it. This exclusive Regent process is your assurance of a smoke that's smooth as silk—always gentle to your throat! Try Regents. They cost no more than other leading brands.

Quality tobaccos... Multiple Blended
make **REGENT**
The milder, better tasting
cigarette!

Navy Wives (continued)



Navy wives chat in one of the hotel's bedrooms. Laundry on line has been done in the bathroom, except for uniform which has just returned from commercial laundry.



The big day is day the husbands come home. Here a happy Navy wife and her husband, both dressed in whites, stroll their baby down a palm-fringed Key West street.



See this glamorous star in "DIXIE" Paramount's Technicolor production.

"ISN'T THIS YOUR KIND OF FUTURE?" asks Dorothy Lamour



"While we're all working to win the war, most every girl is glad to do with a make-shift kind of life. For our sacrifices will guarantee the future—a home with fine things—good furniture, lovely china, glass and silverware—the things we'll cherish all our lives.

"For the sake of that future we have to put every penny we can spare into War Bonds now. Not only for our Government—but also to have money after the war with which to

buy the things we long to own."

"Adoration," shown here, like other 1847 Rogers Bros. lovely silverplate patterns, cannot be bought now. For the fine craftsmanship that made these beautiful patterns is now making war weapons. After the war you will again be able to buy this distinguished silverplate.

Buy War Bonds now, and you will have the money ready! International Silver Company, Meriden, Connecticut.

1847 ROGERS BROS.

America's Finest Silverplate...



A Bearish whiskey wouldn't be much fun!

That's why Imperial is "*velveting*"

"Velveting" takes out "gruffness"—makes IMPERIAL smooth, gentle, a real experience in enjoyment. Yes, "velveting" gives IMPERIAL the easy-to-take goodness that has made this whiskey one of America's greats, one of the most-wanted whiskeys in all the land.

But like sugar and coffee, IMPERIAL is on quota—because our stills are now making war alcohol instead of whiskey.

And sometimes delivery is held up a day or so, because shipments of war materials and food naturally come first.

So if your store or tavern sometimes cannot supply you with IMPERIAL, please be patient and remember there is a mighty good reason for it.

Eighty-six proof. 70% grain neutral spirits. Copyright 1943, Hiram Walker & Sons Inc., Peoria, Illinois.

A BLENDED WHISKEY



IMPERIAL

MADE IN U.S.A.

The "*velveting*" whiskey



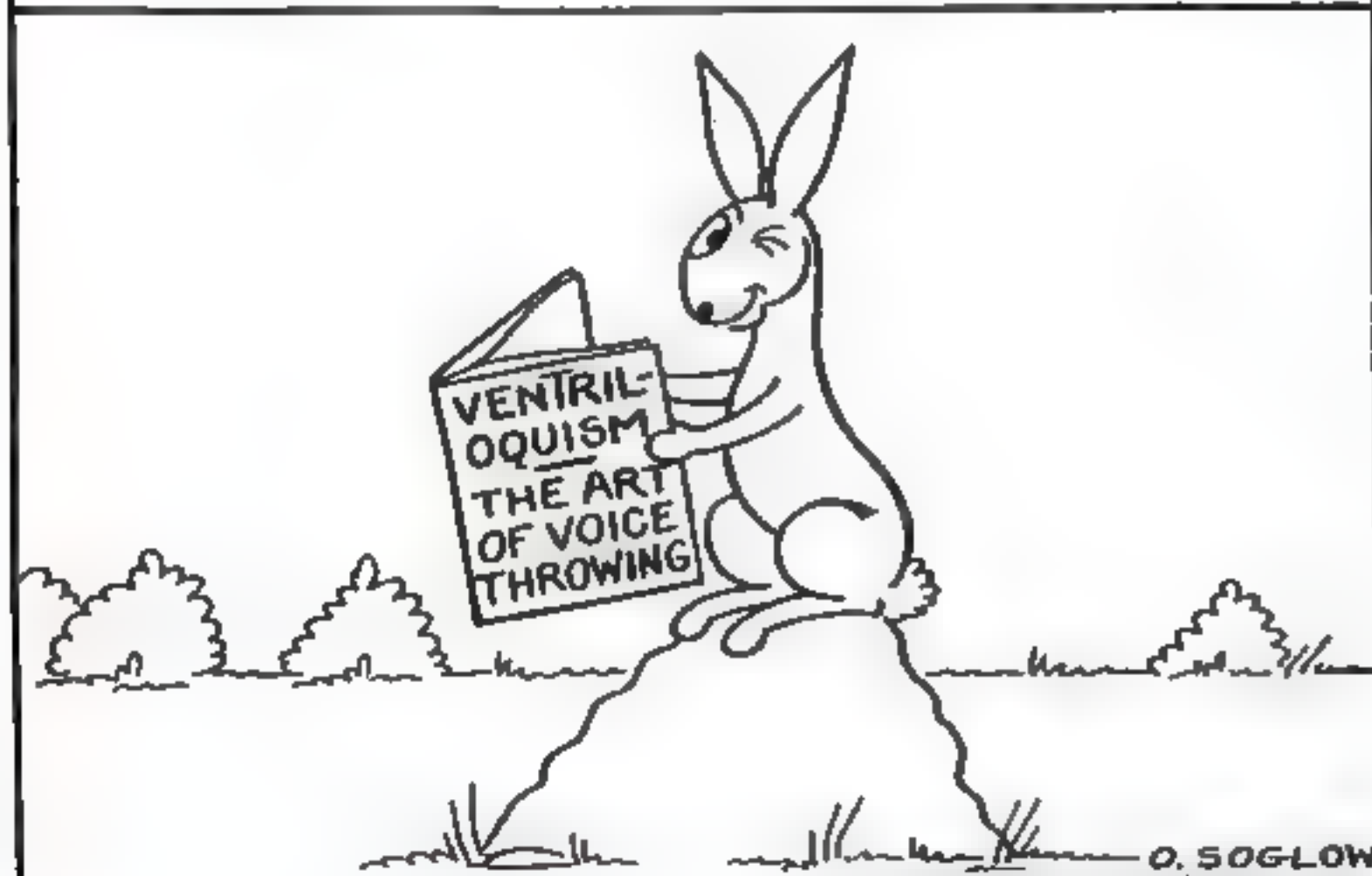
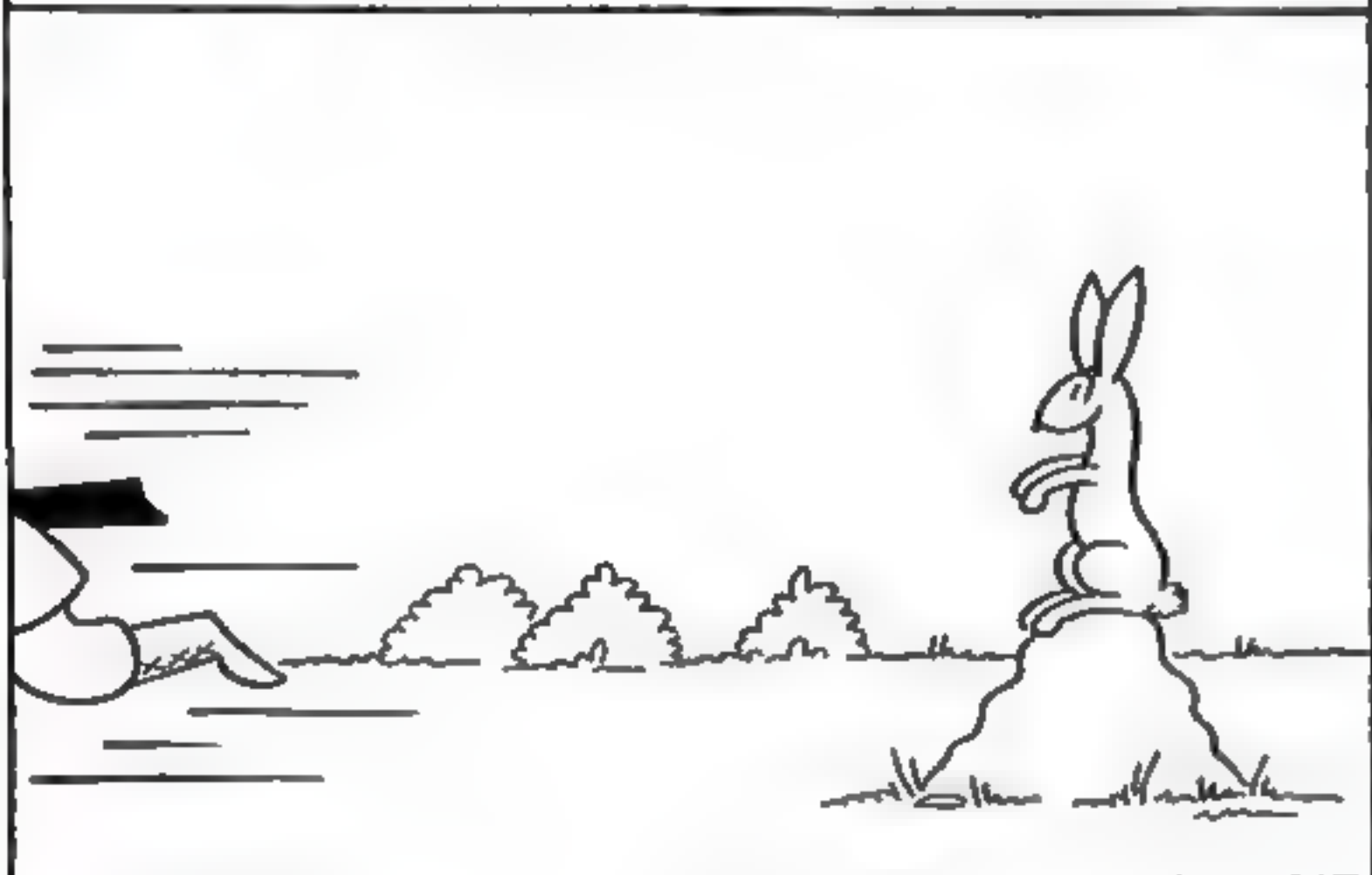
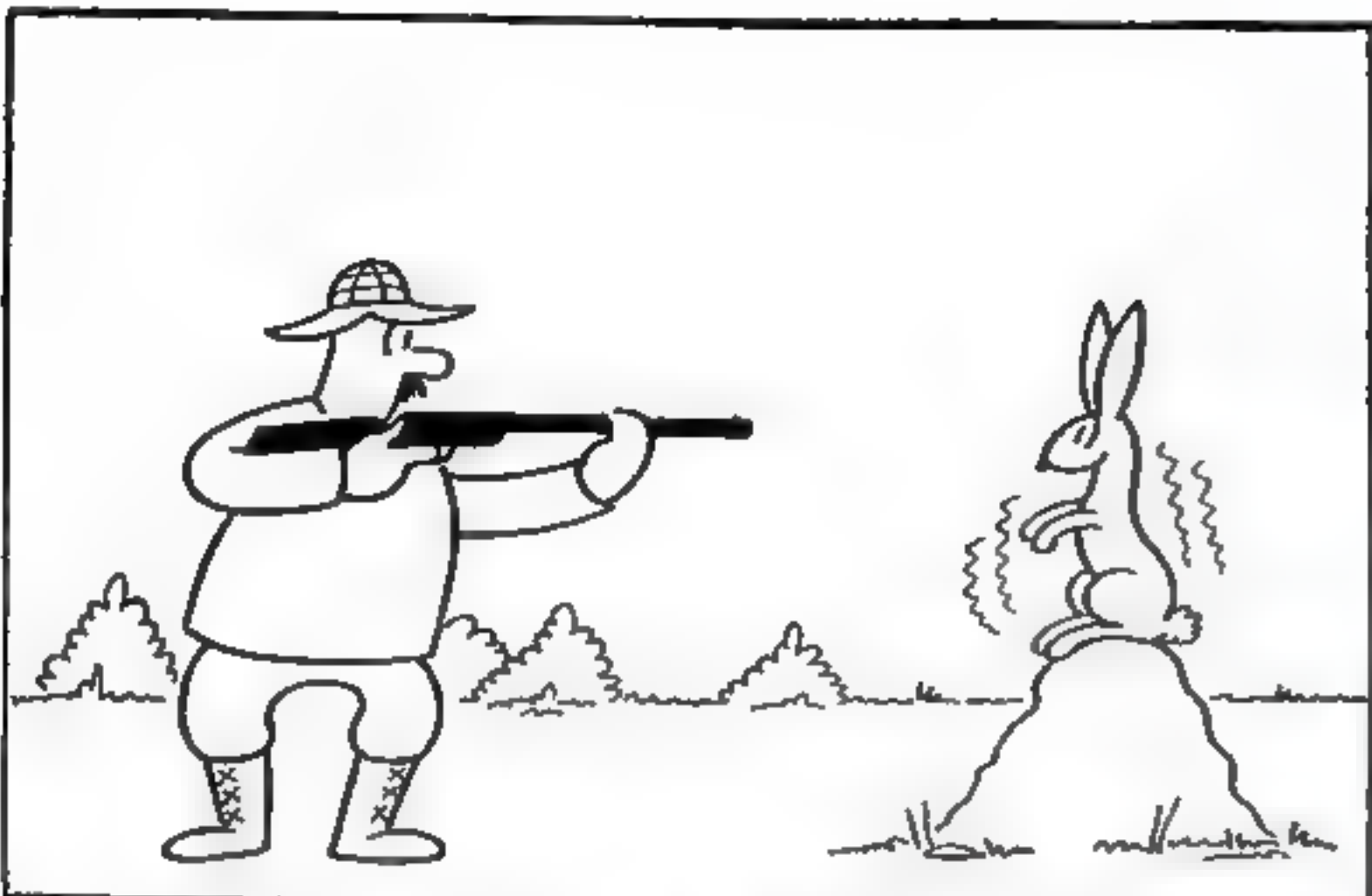
FRESH-KILLED HORSES ARE RUMPED, GUTTED, HOOFED, SPLIT, SKINNED & SHANKED UNDER GOVERNMENT SUPERVISION IN ABATTOIR OF EASTERN PACKING CO. AT LINDEN, N. J.

HORSE MEAT

War has created record demand
for this unrationed commodity

In the U. S. this year hippophagy—the practice of eating horse meat—will hit an all-time high. Since 1940 the census of American horses slaughtered for eating purposes has annually increased by thousands. Although Old World fanatics have recurrently emphasized the nutritive virtues of horse meat, Anglo-Saxons have, as a rule, recoiled from the thought of carving a steak from old Dobbin. Now the exigencies of war are producing a national demand for this meat which is inexpensive, unrationed and wholesome.

Apart from sentimental considerations, there is no reason why the number of horse eaters should not multiply in 1943. The Department of Agriculture finds the vitamin content of horse meat greater by 3¢, to 5¢, than that of beef, lamb or pork. Horse contains, moreover, certain mineral ingredients absent in other meat. Six horse abattoirs are now in operation in the U. S. The pictures on these pages trace a horse steak from the Eastern Packing Co. in Linden, N. J. to the table of a discriminating gourmet.



Horse Meat (continued)



Prime eating horses await shooting in the packing-house corral. Some are specially bred and pedigreed; all are Government-inspected. Heavy Belgians are the tastiest.



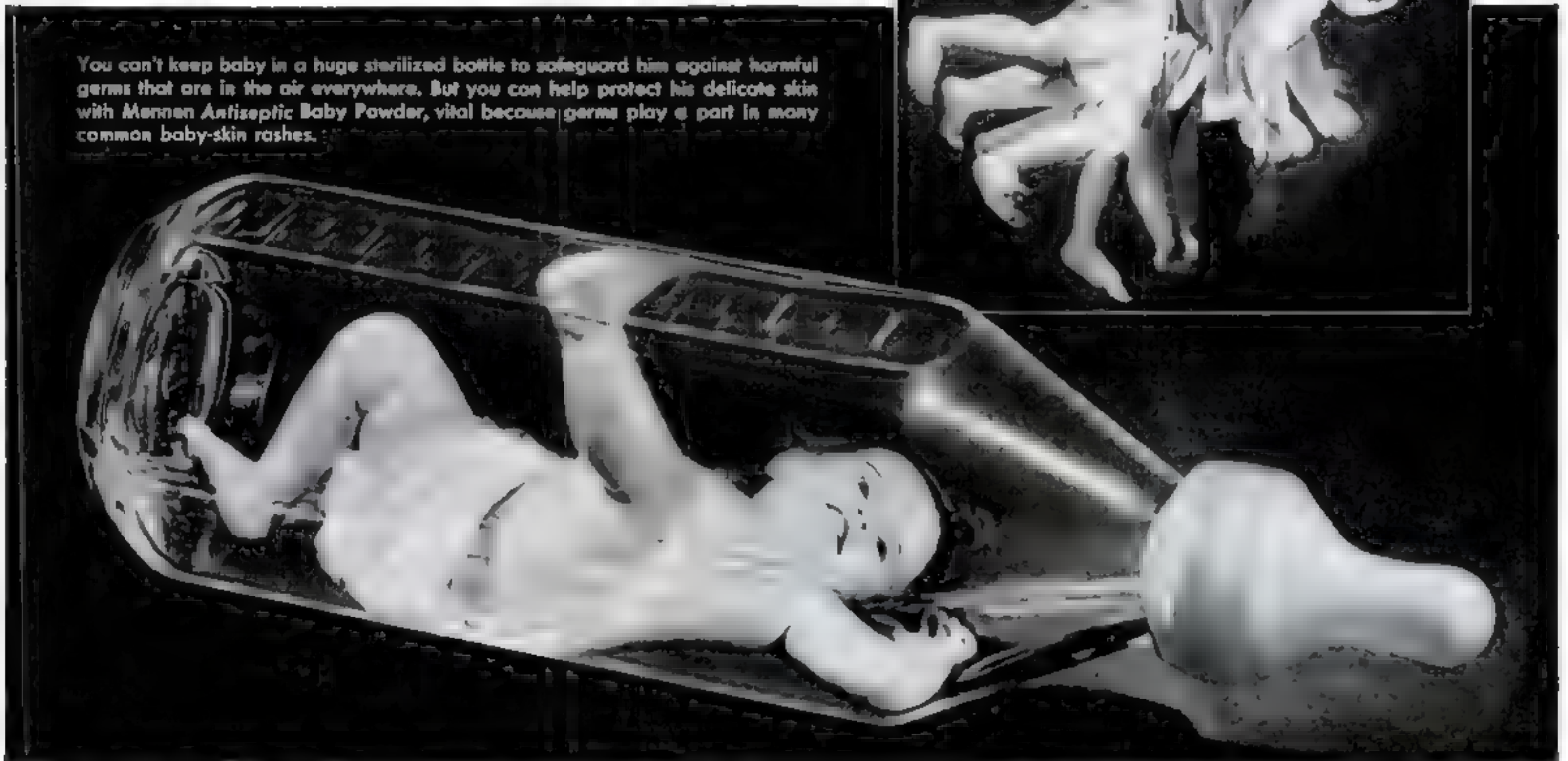
In the refrigerator, carcasses hang 24 hours before being cut, packed and shipped. A good Belgian-grade eating horse will produce about 1,200 pounds of dressed meat.



A horse-meat store in Newark, N. J. displays choice cuts in its window. New York's Mayor LaGuardia has forbidden sale of horse meat in his city on "moral" grounds.

Baby's normal motions (shown by speed camera), even when held by father, create constant friction and danger of painful chafing. New protection against chafing is provided by super-smooth Mennen baby powder, pounded to amazing fineness by special "hammerizing" process.

You can't keep baby in a huge sterilized bottle to safeguard him against harmful germs that are in the air everywhere. But you can help protect his delicate skin with Mennen Antiseptic Baby Powder, vital because germs play a part in many common baby-skin rashes.

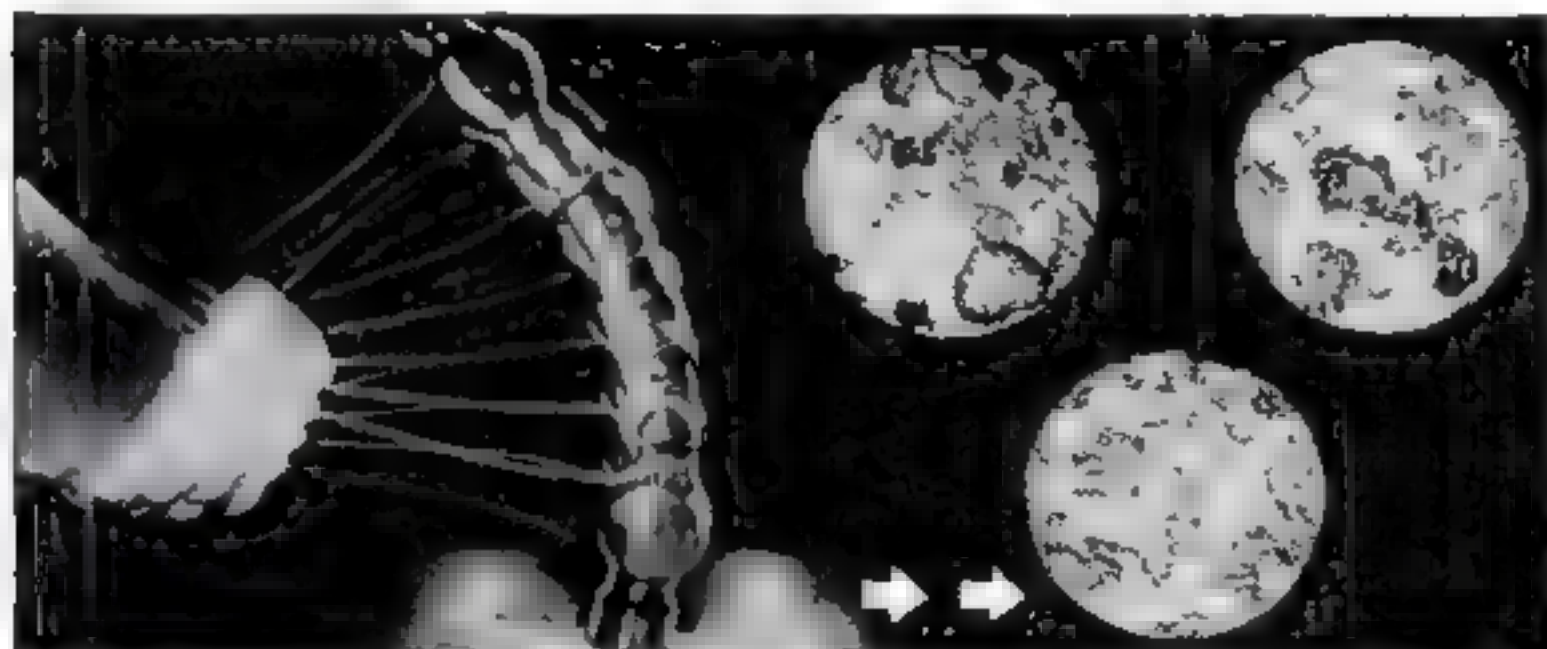


WARTIME BABIES BENEFIT FROM NEW POWDER DISCOVERIES

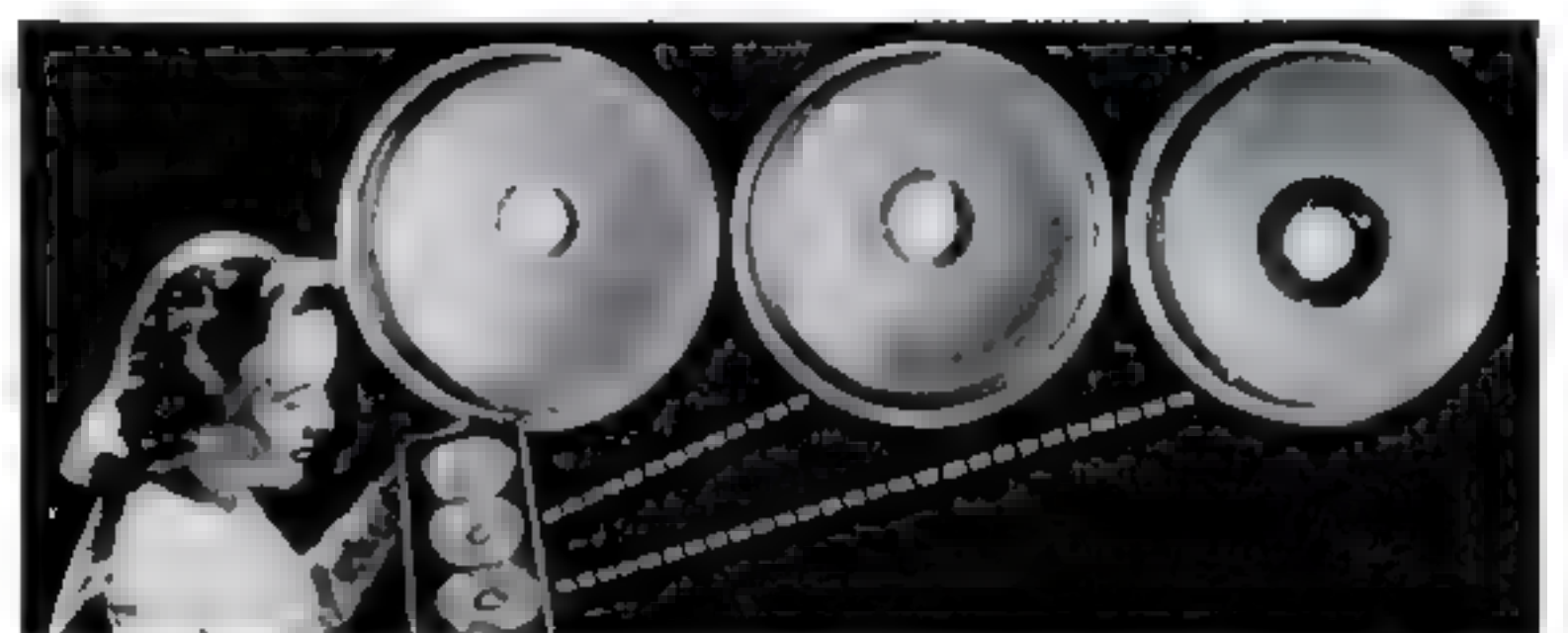


3 out of 4 doctors stated in survey that they prefer baby powder to be antiseptic

WITH MOTHERS taking on more responsibility for baby's health, due to wartime shortage of doctors and nurses... science has developed an improved baby powder that is a valuable health aid, not a mere "cosmetic." It is new Mennen Antiseptic Baby Powder. Being antiseptic, this powder helps keep baby's skin free of many rashes in which germ-action is involved...diaper rash, prickly heat, scalded buttocks, impetigo. In addition, because it is smoother than other powders (see photos below), Mennen baby powder is a better aid in preventing painful chafing of skin. Delicate new scent keeps babies lovelier, too.



Photos taken thru microscope (above), compare 3 leading baby powders. The one in bottom circle is smoother, finer, more uniform in texture. It is Mennen baby powder, now made in "hammerizing" machines in which millions of hammer blows pound powder to amazing fineness never possible before. As a result, new Mennen Antiseptic Baby Powder provides better protection for baby's skin against chafing



U. S. Gov't Testing Method shows antiseptic superiority of new Mennen powder. Center of each round plate above contains a different baby powder. In gray areas, germs are thriving. But in Mennen plate (extreme right) dark band around center shows where Mennen Powder has prevented germ growth. Use the powder in baby's diapers and all over body. Best for baby, it is also best for you. Pharmaceutical Division The Mennen Company, Newark, N. J., San Francisco, Toronto, Ont.

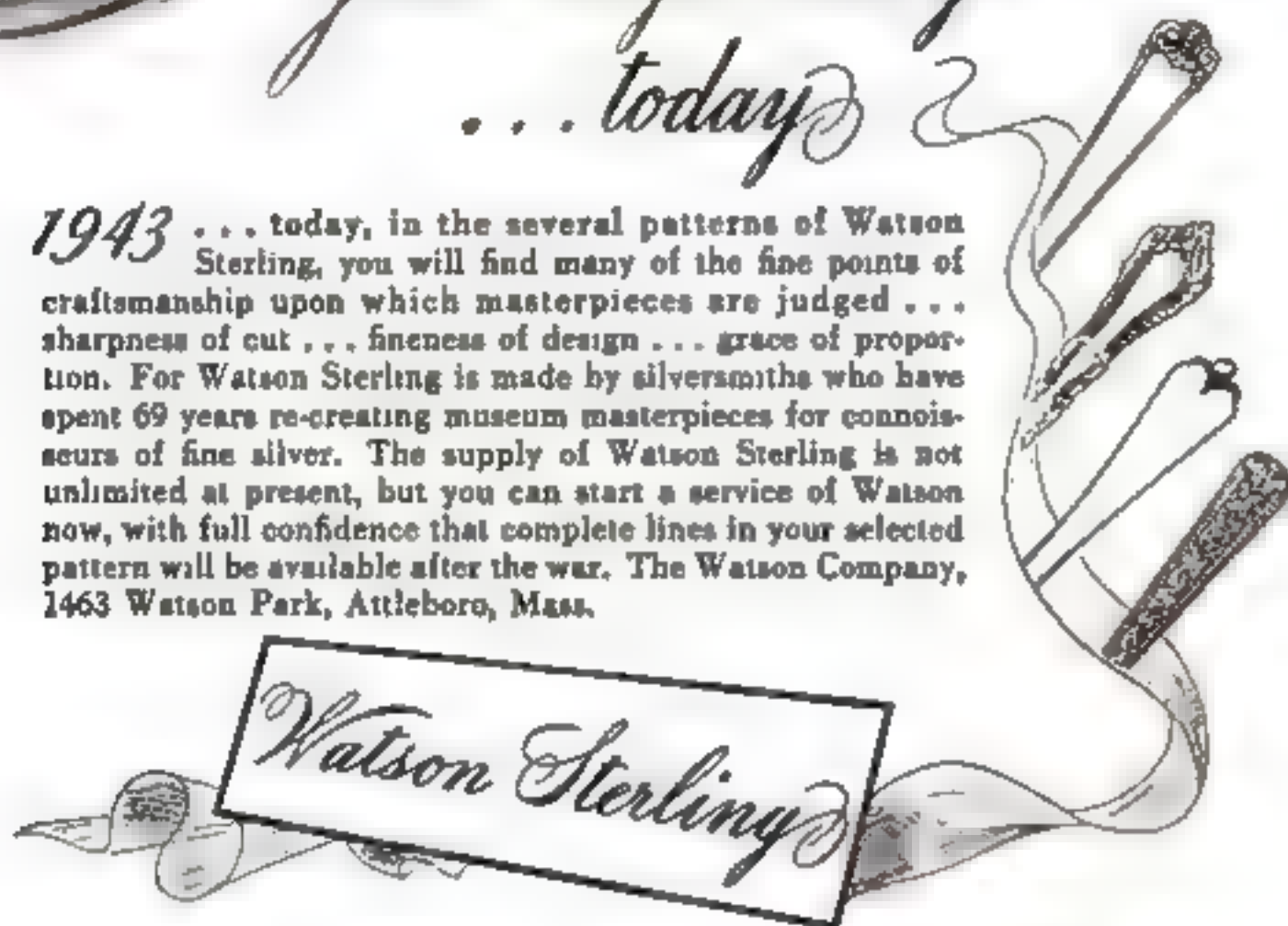


1773 . . . was the year Samuel Crump, master silversmith of London, made this sterling silver coffee pot, now on exhibit in the Boston Museum of Fine Arts (courtesy of Mrs. Alexander Windsor.)



*Yesterday's beauty
... today*

1943 . . . today, in the several patterns of Watson Sterling, you will find many of the fine points of craftsmanship upon which masterpieces are judged . . . sharpness of cut . . . fineness of design . . . grace of proportion. For Watson Sterling is made by silversmiths who have spent 69 years re-creating museum masterpieces for connoisseurs of fine silver. The supply of Watson Sterling is not unlimited at present, but you can start a service of Watson now, with full confidence that complete lines in your selected pattern will be available after the war. The Watson Company, 1463 Watson Park, Attleboro, Mass.



MODERN SILVER WITH THE BEAUTY OF OLD MASTERPIECES

**SUMMER
COLD**
HOUND YOU
WITH
CLOTHESPIN NOSE?



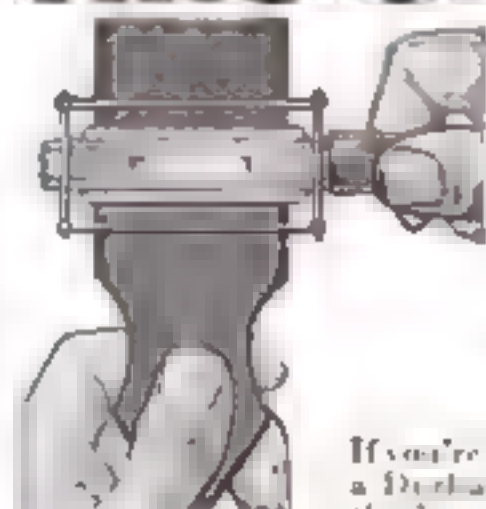
Summer cold got a grip on you? Use a Luden's. As it melts in mouth, it releases penetrating menthol vapor. Every breath carries it to stopped-up nasal passages, helping relieve "clothespin nose."



**NEW! LUDEN'S
HONEY-LICORICE
COUGH DROPS!**

Here's a new flavor in cough relief by the makers of Luden's Menthol Cough Drops. Both are medicated. Both 5¢.

THIS STROP



gives
DURHAM
blades
NINE LIVES

If you're the lucky owner of a Durham Duplex Razor®, this Victory Strop will make your long-lasting Durham blades last even longer. Durham's famous hollow-ground blades are twice thicker—to take repeated stroppings for "new blade" smoothness every shave.

"In case you don't own a Durham Razor, you may still find one at your drugstore."

Send \$1 direct for special Durham strop outfit. Can be used only on Durham Duplex Blades. Sorry, No C. O. D.'s.

DURHAM-ENDERS RAZOR CORP., Dept. L, MYSTIC, CONN.

How Fast Do You Move?

It may take only a few hours to change your address. But for word of that change to reach LIFE's Chicago office, be sorted out of that day's mountain of mail, travel the long line of subscribers' stencil files and back, be stamped on a new stencil to address your copies of LIFE—all that might take as long as three weeks. So please, when you move, send both your new and old address at least 3 weeks in advance to.

LIFE—330 East 22nd Street—Chicago 16, Ill.

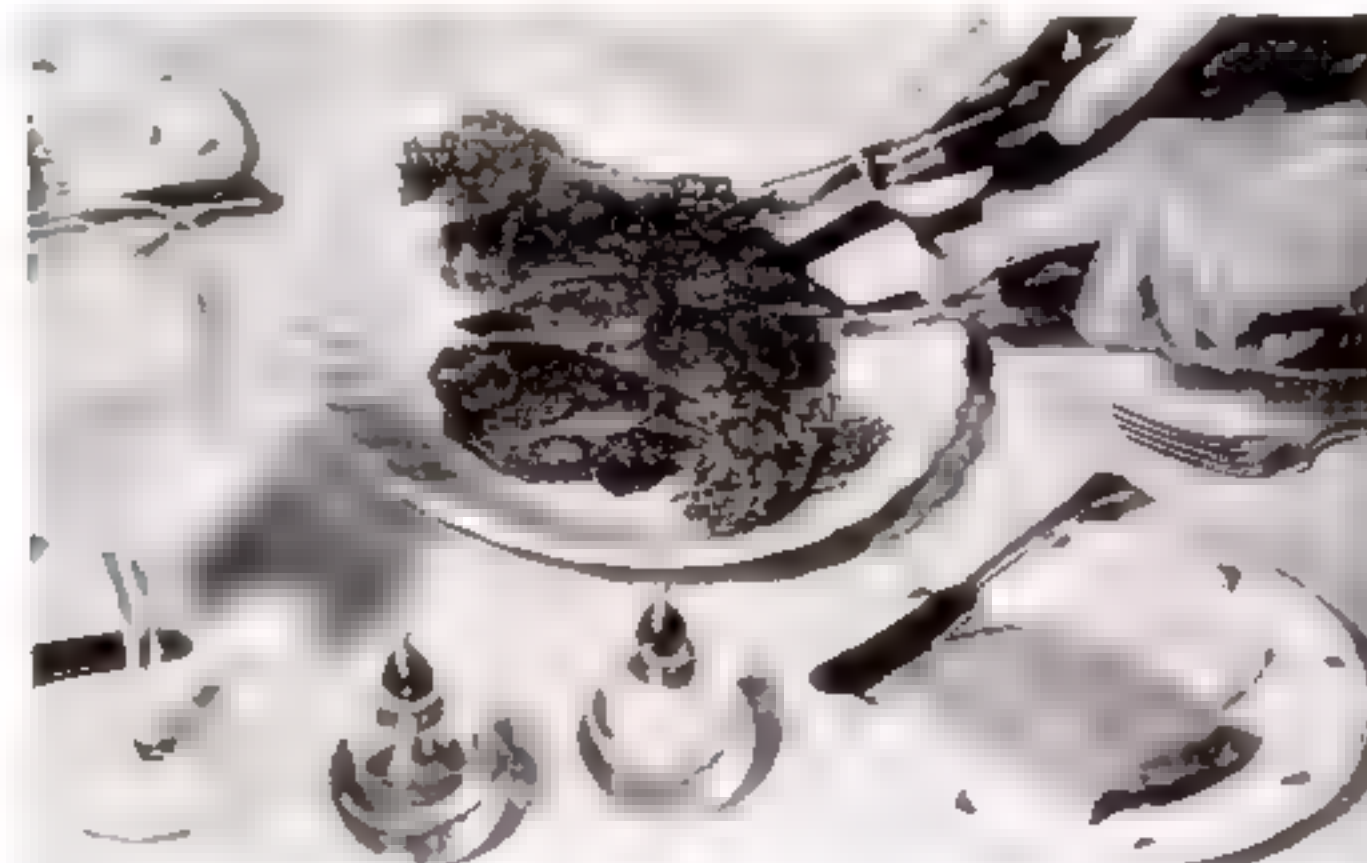
Horse Meat (continued)



Succulent cuts of horse attract lady shoppers in "Man-o'-War" market. Cleanest of domestic animals, horses seldom have tuberculosis, never tapeworm or trichina.



A round steak is carved from hindquarter. A cut like this, inferior to the sirloin, ro-tails for about 20¢ a pound. Similar beefsteak costs 35¢ and twelve points a pound.



Ready to eat, horse steak is served up with parsley. It is nearly indistinguishable in flavor from beefsteak, but may be tougher if the horse has not been bred for eating.



CLARK'S Chewing Gum

always pure, wholesome and satisfying

Two fine tasting, long lasting, delightful flavors that are really quite different. For that moment of refreshment and relaxation try one of these pure, pleasing gums—you'll find them truly delicious and satisfying.

Do you like Mint? Then you'll be delighted with the full fragrance of the crisp, fresh mint in Clark's Tendermint Chewing Gum—"It's different, naturally."—Teaberry Chewing Gum, too, has a distinctive flavor—the delicious, clean, long lasting flavor of real mountain grown Teaberry, breezy, appetizing and always pleasing.

*ask for—
reach for* **CLARK'S**
Chewing Gum

PRODUCTS OF CLARK BROS. CHEWING GUM COMPANY OF PITTSBURGH, PENNA. •
© 1953 C. B. & C. CO.



"Pipe line? No, sir—life line!"

A fourteen-hundred-mile artery is beginning to pulse with lifeblood—pungent, black, vital.

It reaches across prairies, rugged hills, fertile fields, and the beds of mighty rivers. It is a great steel tube that brings precious freight to the refineries closest to the ports that supply our armies in Africa and Britain.

It carries life for our fighting planes, our tanks, our warships. Its fluid cargo will drive and lubricate the wheels of war industry, keep our homes warm. And no Nazi torpedo can stop it.

"Big Inch," as hundreds of sweating pipe-line crews have dubbed their biggest project, will dump 300,000 barrels of oil daily into the very

laps of the men who transform it into fighting tools. To warring America, struggling with over-burdened transportation lines, Big Inch is a life line—and another step toward Victory.

Big Inch is a joint achievement of the U.S. Government and the petroleum industry. It is a war measure, built without thought of "making it pay." For the \$95,000,000 it cost is not a business venture, but an investment in freedom.

Tide Water Associated joined with eleven other oil companies to start the existence of Big Inch. Together, we did the long and complex topographical work, made the plans and blueprints

—then turned them over, without charge, to the Government.

For the petroleum industry of this country works that way. Peacetime competitors, we have forgotten business rivalry for the duration. Where necessary, facilities are pooled, patents and processes are shared in order to do our united best for our country.

We have a single aim: to help make certain that future American fathers, loading their broods into the family car, can drive from coast to coast without ever meeting a Nazi overlord.

TIDE WATER ASSOCIATED OIL COMPANY
New York • Tulsa • San Francisco

WORLD'S LARGEST REFINERS OF PENNSYLVANIA OILS

TIDE WATER ASSOCIATED



OIL IS AMMUNITION • USE IT WISELY
BUY WAR BONDS AND STAMPS!



JOE E. BROWN SIGNS AUTOGRAPHS FOR SOLDIERS ON KOKUMBONA. FEW MONTHS BEFORE PICTURE WAS TAKEN, HIS SON WAS KILLED IN ARMY BOMBER CRASH

SHOW BUSINESS AT WAR

It is presenting a distinguished performance

To American troops garrisoned in faraway corners of the earth the longing for the sounds and the smells and the look of their own, their native land is a big and important thing. But it would be bigger and still more important if it were not for the frequent visits paid them by members of the U. S. entertainment industry. For wherever our fighting men are gathered, they have come to regard these show people as a link to all the things they knew and cherished in the years of peace. In the mud and stickiness of Guadalcanal they watched twangy, big mouthed Joe E. Brown do his hilarious baseball act and for a brief wonderful while they were back in this favored land of peanuts, popcorn and chewing gum. On a sun-parched desert in North Africa they remembered precious things past while Al Jolson shouted his heart out about his ageless mammy in Alabammy. In the frozen bleakness of Alaska they rocked with laughter at the swift, topical gags of Bob Hope. For whither our troops have gone in World War II, there show business has gone too.



IRVING BERLIN sings his unforgettable *Oh! How I Hate to Get Up in the Morning* on the screen for the first time in *Show Business at War*. This song was sung by him in 1918's all-

soldier show *Yip, Yip, Yaphank* and 25 years later in *This Is The Army*, soon to be released as a movie. In 1918 *Yaphank* band used to parade up & down Broadway playing this song.



HEDY LAMARR stands on the stage at Hollywood Canteen waiting to be kissed by the soldier who holds winning roulette number. Kay Kyser (left) has awarded soldier a \$25 War

Bond and is trying to induce him to kiss Hedy. The funniest moment in *Show Business at War* occurs when the bashful soldier kisses her forehead, is roundly booed by other servicemen.

SHOW BUSINESS CONTINUED



BILLY ROSE brings his Diamond Horseshoe show to Camp Dix. Using mobile stages, he brought entertainment to the soldiers, giving three shows in one night in various parts of Dix.



KAY KYSER and his Kollege of Musical Knowledge play at the San Diego Naval Training Station. Kyser and his show attracted 7,200 men to two performances during the evening.

A BROADWAY SHOW ENTERTAINS THE COAST GUARD



SIGN ANNOUNCES PERFORMANCE AT MANHATTAN BEACH STATION



MARJORIE KNAPP SINGS A HIT NUMBER



IDENTIFICATION BADGES FOR ADMISSION ARE



Many such commercial broadcasts as this one originate at similar training centers throughout the U. S. In this way sponsors are enabled to further efforts of show business in World War II.



CAROLE LANDIS sings for U. S. soldiers in North Africa. Miss Landis, Martha Raye, Kay Francis and Mitzi Mayfair toured Great Britain and North Africa for USO-Camp Shows, Inc.



WORN BY THE SHOW GIRLS ON THEIR GARTERS



BOBBY CLARK IN "ROBERT THE ROUE"



SEAMAN ASSISTS ONE OF THE SHOW GIRLS DOWN BACKSTAGE LADDER



LYNN FONTANNE and her husband, Alfred Lunt, appear for 81 seconds. Lunt, who is well known as an amateur chef, often cooks for servicemen who visit Stage Door Canteen.



HELEN HAYES appears for 43 seconds. As the senior hostess at the canteen her job is to find partners for the men. With her is Virginia Kaye, co-chairman of the junior hostesses.



INA CLAIRE, who appears for 43 seconds, stops an argument between two sailors who wish to dance with her by using one of them for support in signing her autograph for a soldier.



GRACIE FIELDS, who is reputed to be the highest paid actress in the world, appears for 107 seconds. She sings the puppy *Marlene Can Song* and, as an encore, *The Lord's Prayer*.



KATHARINE CORNELL, Miss MacMahon and Dorothy Fields (left to right) appear for 113 seconds. Most of this time is devoted to Miss Cornell's recitation of *Romeo and Juliet*.



TALLULAH BANKHEAD, who appears for 50 seconds, is a senior hostess. She enacts a soldier who is about to kiss a junior hostess by saying, "Don't go overboard, soldier."



KATHARINE HEPBURN (left) appears for 99 seconds in scene by Robert Sherwood. With her is Cheryl Walker.



RAY BOLGER appears for 191 seconds, the longest time given to any entertainer. His dancing is picture's big hit.



GYPSY ROSE LEE takes 331 seconds to do a pseudo strip. In an earlier scene she appears completely dressed.

STAGE DOOR CANTEEN

It pays tribute to stagefolk

When it succeeds in sidetracking its routine Hollywood plot, Sol Lesser's United Artists production of *Stage Door Canteen* achieves the stature of an exciting and authentic view of an important wartime institution. Its primary purpose is to show within the framework of a conventional love story the marvelous service that the New York Stage Door Canteen is performing for servicemen who might otherwise know the gnawing loneliness of a stranger in the world's largest city.

Although most of the footage in *Stage Door Canteen* is devoted to many of the hallowed names in

show business, it is significant that Sol Lesser stifled a natural impulse to utilize the r histrionic talents exclusively. Instead, he has been content to show most of them as they actually are at the Stage Door Canteen. Thus Helen Hayes, Ralph Bellamy, the Lunts, Tallulah Bankhead, Judith Anderson and numerous other celebrities appear as waiters, hostesses, dishwashers or doormen rather than as actors or actresses.

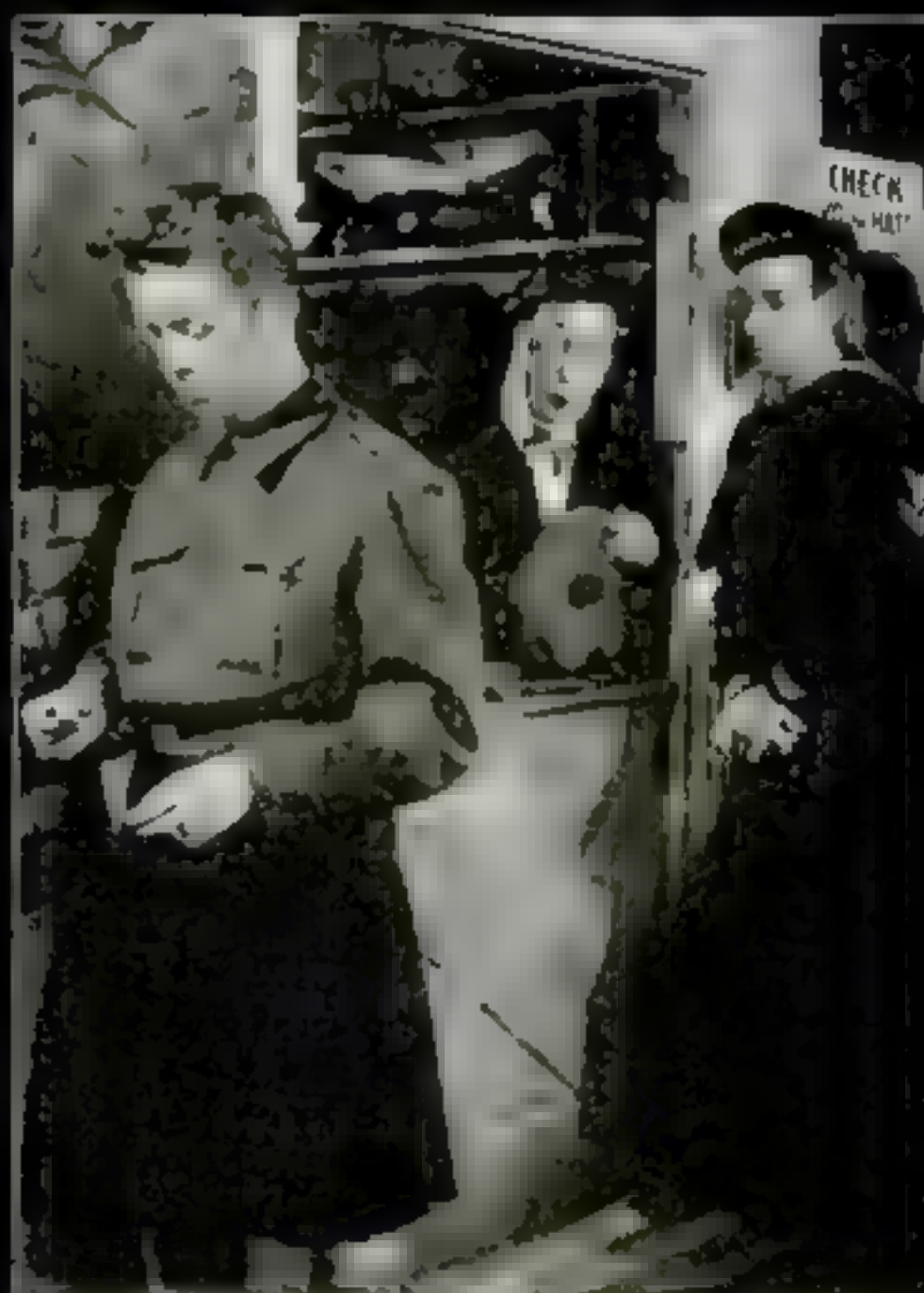
Eighty-two performers appear in *Stage Door Canteen*. On these pages LIFE shows a few of them and clocks the length of time each appears on the screen.



CHARLIE McCARTHY and Edgar Bergen appear 248 seconds. Mortimer Snerd, Charlie's rival, has 102 seconds.



ETHEL MERMAN, who sings *Marching Through Berlin*, appears for 93 seconds. In foreground is Bill Terry



ED WYNN appears at various times for a total of 101 seconds. Here he calls a Scottish soldier "a male Waue."



AT A BROADWAY THEATER In 1918 the tried stars entertain the soldiers and sailors about to be sent overseas. Performances like this were given every Sunday afternoon during World War I. In the front row Ann Pennington is flanked by two chorus girls. W. C. Fields sits at the extreme left in the second row. He is holding the golf cap which he wore in his act.

Spurred left wrist resulted from an argument with another actor. Beside him is Allan King, a singer now dead. Next to her is Ben Palmer, the famous Chicago jazz singer. On the end with a cigar in mouth, is Joe Frisco, now at New York's Club 18 and still doing the "Frisco dance" he did in 1918. Man in striped tie in third row is Ted Lewis. Not a civilian is in the audience.

WORLD WAR I

Show business lacked a system

Show business tried hard to do its bit in World War I, but the plain truth is that it lacked the organization, the imagination and the initiative that it possesses to such a marked degree today. It wasn't until April 23, 1918, more than a year after the U. S. had declared war on Germany, that America's Over There Theatre League met in the Palace for its first meeting. When George M. Cohan, who was presiding, called for volunteers to go overseas to entertain the troops, Sophie Tucker leaned out of her stage box and shouted, "Sophie Tucker and her Jazz Band will go whenever called." But it was some four months later before the

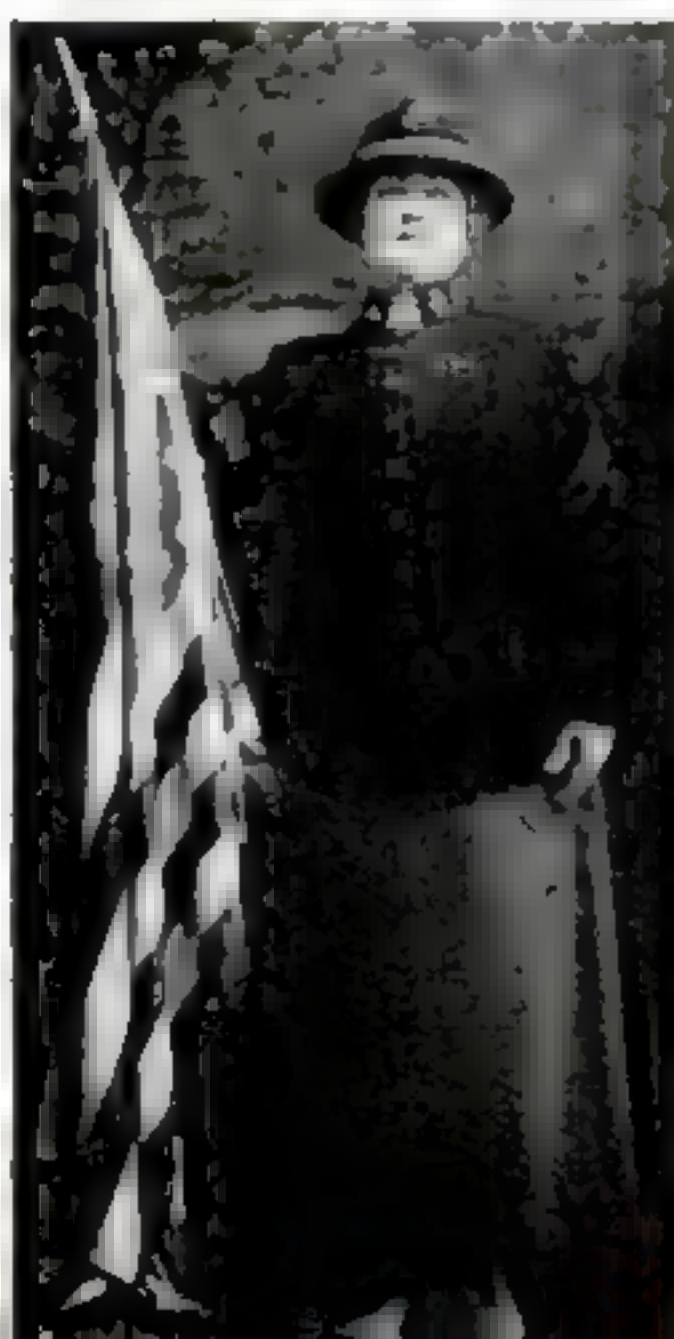
first units, dressed in the regulation YMCA uniforms, sailed for France. Prior to this there had been attempts to formulate a program of entertainment for our troops here and abroad, but aside from Elsie Janis and a few other notable exceptions, show business was, in the words of *Variety*, "without system."

But show business in 1918 had the will if not always the way. *Variety* reported that Nora Bayes, in applying for service as entertainer in the A. E. F., requested information as to her billing. Added the tradespaper tersely, "She never made the trip." For then, as now, show business wore no rank when it went to war.

ELSIE JANIS WAS FAVORITE WITH TROOPS IN FRANCE



GUNNERY SGT. LILLIAN RUSSELL



CHARLIE CHAPLIN LEADS A MARINE CORPS BAND IN A 1918 RALLY



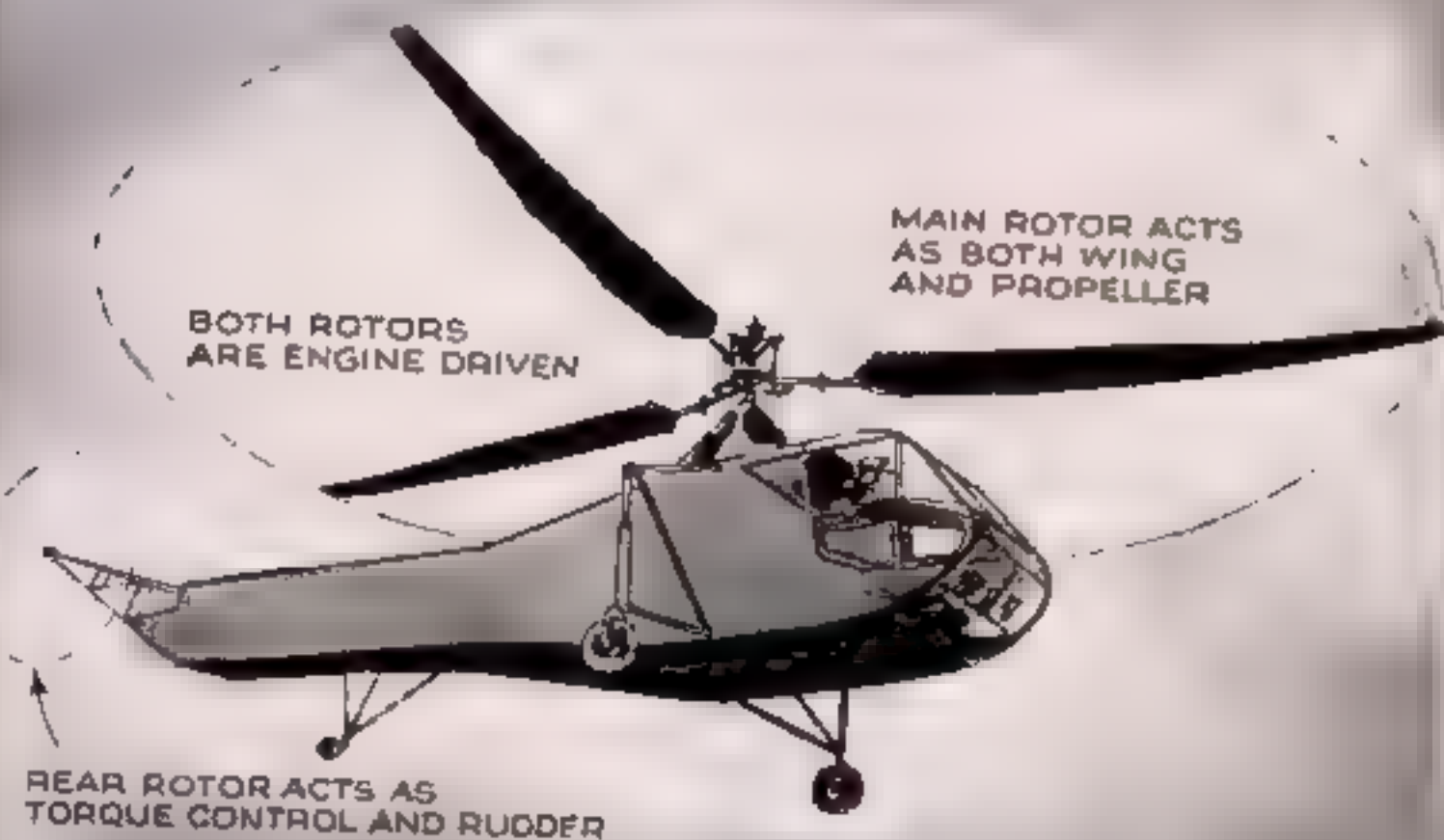


The workings of the helicopter are explained in this drawing. Pilot sits in a plastic nose, able to look out above, on two sides and even down between his feet when he comes in for a landing. Behind him is mechanism of the aircraft—the

air-cooled motor and the connections which drive the main rotor and small rear rotor. The small diagrams illustrate the use of the controls and way in which helicopter tilts whenever it changes speed or direction. Turns are made by coordinating con-

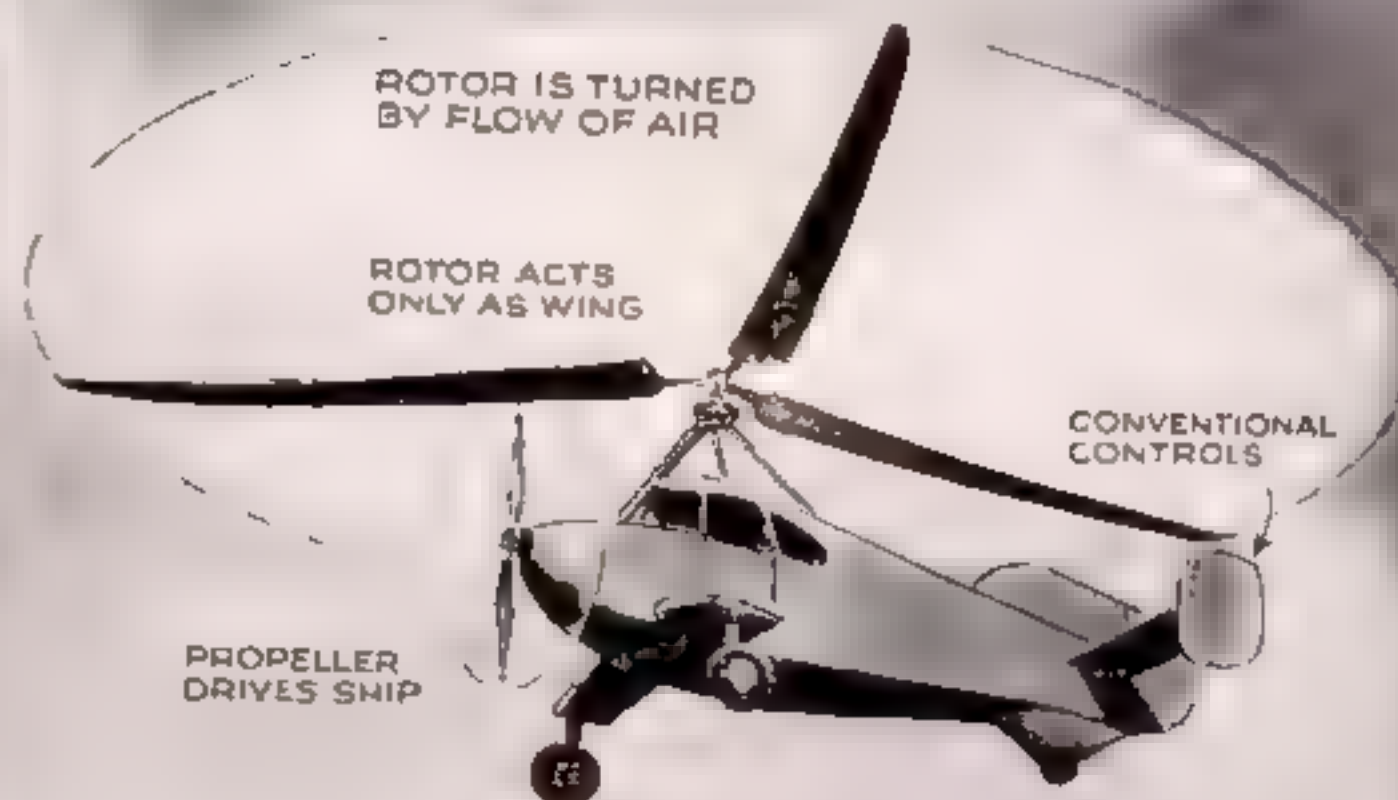
trol stick, which varies pitch of main rotor blades, and foot pedals, which change pitch of rear rotor. The throttle is an end of fixed pitch control lever at the pilot's right and is automatically synchronized to give power as power is needed.

HELICOPTER



The difference between helicopter and autogiro puzzles many people. These two drawings make the situation clear and simple. The helicopter has a big horizontal rotor, which is driven by an engine. This main rotor functions as a wing to lift the helicopter and keep it in the air. It also functions as a propeller to move the helicopter through the air in any desired direction.

AUTOGIRO



The autogiro also uses a rotor as a wing. But the rotor is not connected to the engine while autogiro is in flight. It rotates freely, turned by the air it flies through. Unlike the helicopter and like the airplane, the autogiro has a propeller which pulls the autogiro forward. The autogiro has conventional rear-rudder controls while the helicopter has a rotor for a rudder.

SIKORSKY'S HELICOPTER

A MYSTICAL ENGINEER BUILDS A FLYING MACHINE WHICH MAY SOME DAY BE EVERYMAN'S AIRPLANE

by JOSEPH KASTNER

During the past few months, small groups of hardheaded men have been making pilgrimages up to a meadow in Stratford, Conn. Standing on a makeshift landing field in back of the old Vought-Sikorsky factory, they have watched the demonstration of a new flying machine.

The machine is a gawky affair. Its carcass is only partially covered with fabric. Sticking up overhead on a long metal pole is a big three-bladed rotor, like a big propeller, which whirls around horizontally. Stuck out from the machine's tail is a smaller rotor which revolves vertically. The pilot sits stiffly up in the nose of the machine wearing a hat too small for his egg-shaped head.

The pilot seems very uncomfortable in the machine but the machine itself seems very much at home in the air. It jumps straight up off the ground without any forward run at all. In flight it darts forward and sideways, even flies backward, always looking as if it were leaning in the direction it wanted to go. The machine hovers over one spot a few feet off the ground while somebody comes up and solemnly shakes hands with the pilot. When the flight is done, the machine comes vertically down to a landing.

This is a simple little performance embellished with none of the hoop-dee-dah that American industry usually showers on any new product. Yet, after seeing the show, sensible Americans have gone away bemused, wondering and profoundly impressed. They feel the way stout Cortez is supposed to have felt when he first saw the Pacific from a peak in Darien. Or the way the friends of Orville and Wilbur Wright must have felt on that earth-shaking day in 1903 when they first saw the Wright's airplane lift a few feet off the sand at Kitty Hawk.

The gawky flying machine is a historic helicopter—historic because it really works. The small-hatted pilot is Igor Ivanovitch Sikorsky, an engineer who had already paid his debt to history by building, in 1913, the world's first successful four-engine airplane and, a quarter of a century later, building the first transport planes to fly across both the Pacific and the Atlantic oceans. Already Sikorsky's fabric-covered helicopter, called the VS-300, is old-fashioned. By now he has built bigger, better, slicker ones for the U. S. Army. They have been demonstrated to the country in newsreels whose commentators, insensible of the revolution which the helicopter will start in man's way of living, treat the machine as if it were a funny freak. Only last week the U. S. Army placed the world's first large-scale helicopter order with Nash-Kelvinator, which will manufacture quantities of Sikorsky-type helicopters under license from the Sikorsky company.

Virtually over the whole U. S., the aircraft industry is bursting now with desires or designs for helicopters. Sikorsky's is the first

one out. But around Philadelphia two autogiro makers, Kellert and G & A, are building helicopters. So is Platt-LePage Aircraft Co. which may announce the next workable machine. In Detroit, William Stout, a designer whose stock-in-trade is being way ahead of his time, is building a helicopter which the huge Consolidated Aircraft Corp. wants to build in the postwar world. Henry Kaiser has been given an order for helicopters to be used in antisubmarine warfare. Bell Aircraft Corp., builder of the Airacobra fighter plane, has had a helicopter design in the works for a long time.

And yet the helicopter is no new idea. Leonardo da Vinci was making drawings of helicopters four centuries ago. For the past 40 years, plane designers have worked themselves into despair and literally to death trying to perfect a plane which will go straight up and down, forward, backward and sideways, hover motionless in the air. The autogiro approached but never reached the goal. With the possible exception of a German machine which made a great splash six years ago by flying around inside a Berlin auditorium, Igor Sikorsky's helicopter is the most successful and practical model yet known. After the war is over and mass production gets to work, the helicopter may well become the average man's flying machine to be used—not right away but inevitably—much as the average man uses his automobile. That is a very big statement. But it is hard to escape.

The helicopter is a rotary-wing aircraft, so called because its wing rotates. Conventional airplanes are called fixed-wing planes. The helicopter's rotary wing is the big rotor which whirls around overhead. To understand how it works requires a short, painless lesson in aerodynamics.

As Wolfgang Langewiesche explained recently in this magazine (*LIFE*, May 17), a wing is a shape designed to lift an airplane and support it in the air. The wing can do this only when a

fairly considerable amount of air flows across it. It doesn't make any difference how this necessary flow of air is obtained. In a wind tunnel, for instance, air is blown across a stationary wing and causes it to rise. In use, the practical arrangement is to move the wing through the air. This is done by putting a propeller on the front of the plane. The propeller pushes air backward and, as a reaction, itself moves forward. When the propeller moves forward, the plane moves forward too. Air flows over the wing and the wing rises, lifting the plane and propeller with it.

The rotary wing solves the problem differently. It rotates through the air and this motion causes air to flow across its blades. When sufficient rotary speed is reached, there is enough air flowing across the rotor to give it lift. The rotor rises, taking the plane up with it.

Helicopters and autogiros are both rotary-wing aircraft. The autogiro has a rotor like a helicopter and a propeller like a fixed-wing plane. The propeller pulls the autogiro forward. As it goes forward, the motion of the air turns the rotor. As the rotor turns, air flows across its blades. It develops lift and the autogiro rises. As long as the autogiro moves at an air speed of about 30 m. p. h., there is enough rotary speed and air flow to keep the autogiro up. If air speed goes down, so does the autogiro.

But the helicopter has no propeller. Its rotor acts both as wing and propeller. Unlike the autogiro, whose rotor is not connected to the engine in flight, the helicopter's rotor is driven by the engine. The engine turns the rotor so that enough air flows across it to maintain lift and keep the plane up. That is why the helicopter can hover in one spot. It does not need forward motion either to turn its rotor or provide air flow. The rotor also acts as propeller to drive the helicopter through the air. This is done by varying the pitch of the blades to get motion in any direction. The blades can also be adjusted so that they lift the plane straight up or keep it hovering in the air over one spot.

This wonderful flying machine is, in some ways, an ultimate in airplanes. Back in 1908, Thomas Alva Edison was asked for his opinion on the Wright brothers' airplane. The electrical wizard pooh-poohed the Wrights' achievement. No airplane would be good, he said, until it could go straight up and down. At that very time, Igor Sikorsky, a Russian stripling of 19, was already trying to satisfy Mr. Edison.

In 1908, Igor Sikorsky, son of a prosperous psychology professor of Kiev, Russia, decided to build flying machines. His seriousness so impressed his older sister, Olga, that she lent him money for a trip to Paris, center of aeronautical experiment, to buy materials for his plane. With his sister's money and his father's blessing, young Igor went off to Paris. The Sikorsky neighbors all said that it was



IGOR IVANOVITCH SIKORSKY LOOKS LIKE AN OLDTIME AERONAUT IN THE COCKPIT OF HIS VS-300



Rotor blast, which blows outward from blade tips, raises ripples in water and dust on ground. But directly under rotor the air is calm. Pilot in open cockpit is practically untouched by wind.



A fleet of helicopters hovers over the Stratford meadow from which all the ships have been test-flown. Here Army's XR-4 and YR-4 flank VS-300. Fleet will grow bigger quickly with production.

SIKORSKY'S HELICOPTER (continued)

pretty silly of the professor to let his son go off to the gay and tempting French city on the hollow pretext that he wanted to look at flying machines. "They were wrong," Sikorsky observes, "because at that time nothing existed for me except the idea of the flying machine."

Coming back with a 25-hp gasoline engine and a lot of strictly aeronautical ideas, Igor built one helicopter which never quite got off the ground. Then he built another whose blades, Sikorsky remembers, looked like the wings of a graceful butterfly as they swished through the air. This machine could get off the ground but without a pilot. Deciding that the day of the helicopter had not come, Sikorsky abandoned it for fixed-wing planes.

Twenty years later the helicopter began to haunt Sikorsky again. By this time he was in America and an established designer of multi-engine planes. The drawings he set down in 1929 on the pages of the neat ledgers in which he puts his ideas and projects look much like his present machine. But the building of ocean-flying Clippers

was just beginning to absorb him and Sikorsky had little time for the helicopter.

Almost ten years passed and, late in 1938, the U. S. Army asked for bids on a helicopter. The time was getting near.

In the years between, much work and study had been done on helicopters. In 1907 a Frenchman built one that would lift itself a few feet into the air. A three-engine Austrian helicopter designed in 1916 made several hour-long pilotless flights, held captive to the ground by cables. In the early 1920's the U. S. Army tested helicopters which made very brief flights. In France an engineer built a helicopter which had four main rotors, five small propellers, two larger propulsive propellers, a steering propeller. It was one of the most complex flying machines ever put together.

All these machines lacked the vital characteristics of stability and control. But in 1937 Heinrich Focke, designer of the famous Focke-Wulf 190 fighter plane, broke through all difficulties and built a machine which made a record flight of one hour, 20 minutes. The Focke machine had two rotors mounted on separate shafts. The machine had control and stability and was the first really

flyable helicopter. But the Germans apparently lacked interest or material or manpower to build any number of Focke machines.

In 1939 the U. S. Army held a design competition for helicopters. On the basis of plans submitted, Platt-Le Page Aircraft Co. of Eddystone, Pa. received an experimental contract. Although he lost the competition, Sikorsky continued work and in 1940 was given an Army helicopter contract. In May 1941 the VS-300 made a 1 hr. 32 min. flight, twelve minutes longer than Focke's record. Sikorsky could have stayed up longer but he felt that twelve minutes' margin was enough to establish his record, so he came down.

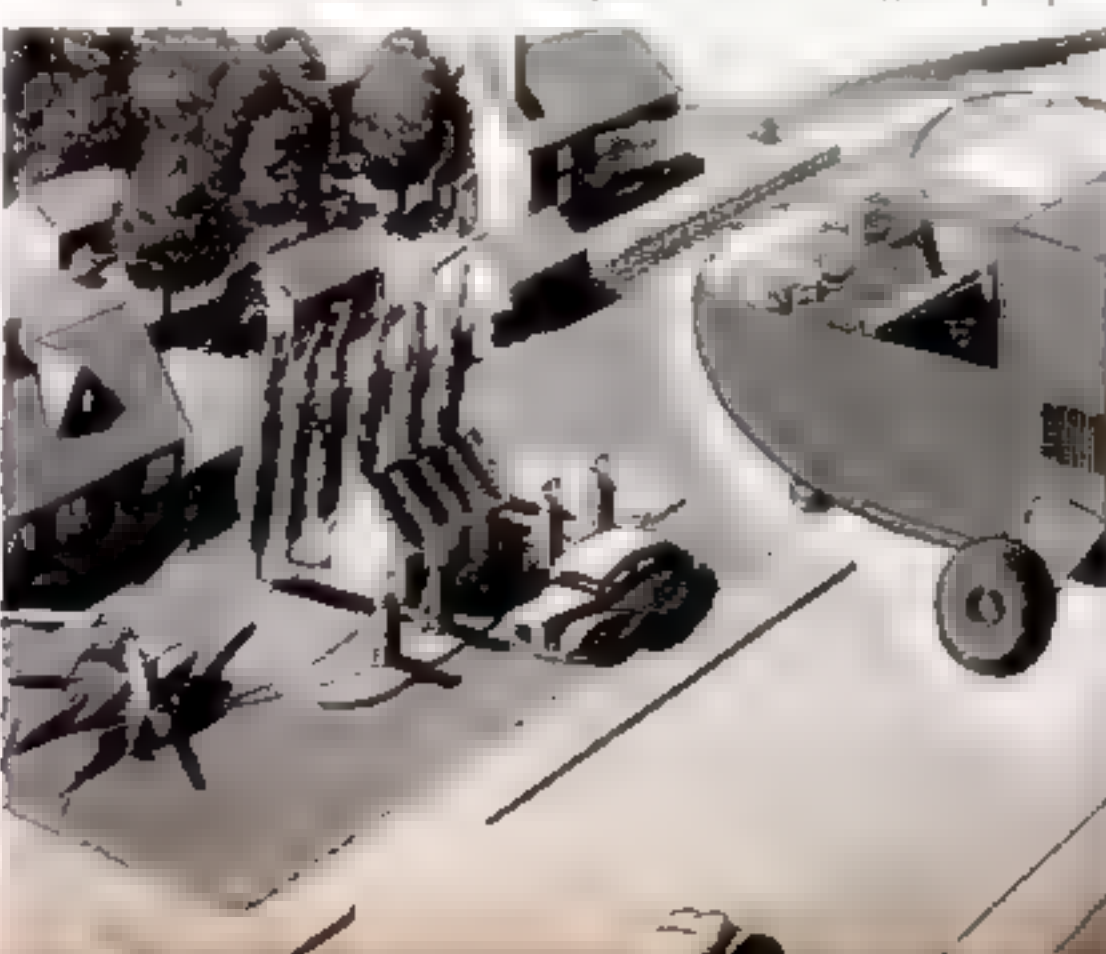
It is a satisfactory arrangement

According to Sikorsky, he solved the helicopter problems which had baffled so many other designers simply by working out a satisfactory arrangement of the various solutions everybody else had tried. But before he arrived at his arrangement, Sikorsky went through a great many aerodynamic contortions. He started out with two rotors—a big main rotor to lift and control the

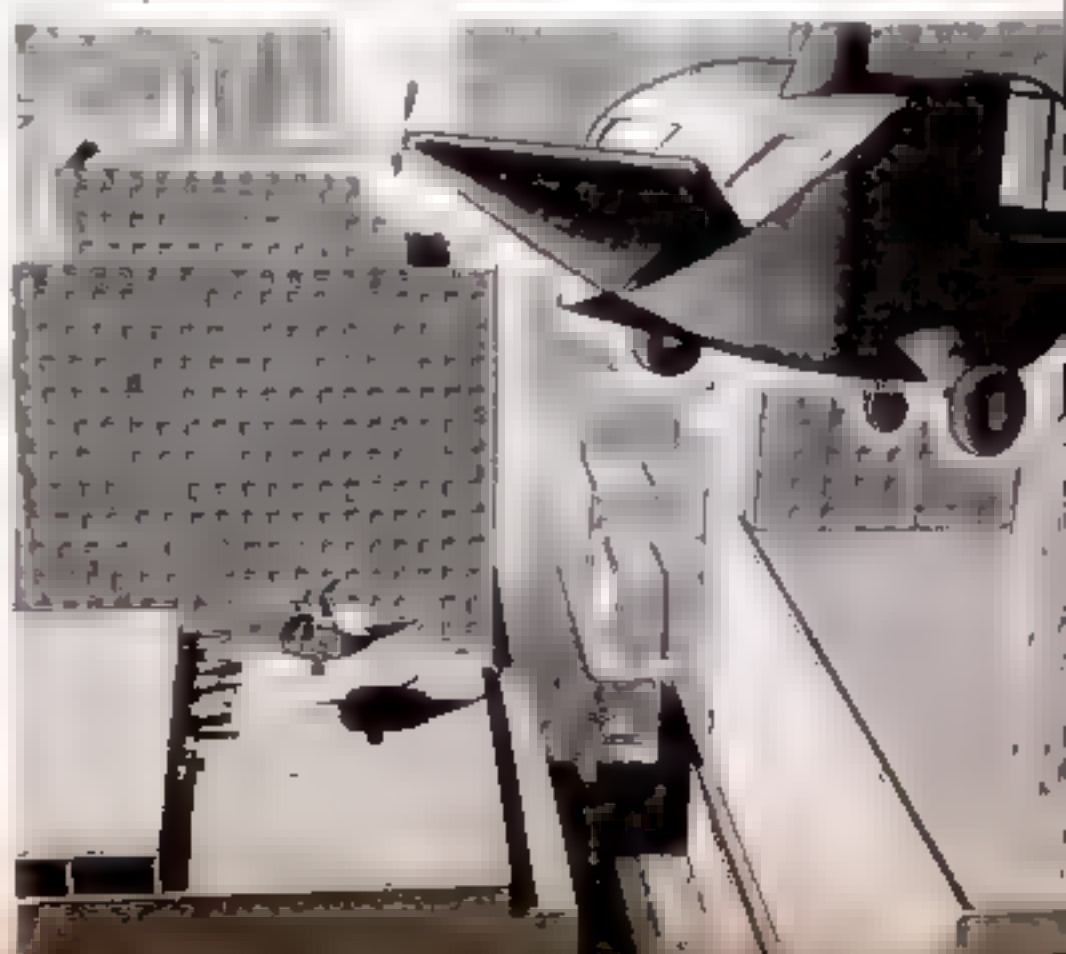
A post-war commuter hovers in his helicopter over backyard landing field to get a last goodby kiss from his wife.



He stops for gasoline at ordinary service station which takes care of helicopter customers with a long hose from the regular pumps.



Arriving at office, he sets down on top of a convenient roof. Helicopter enables him to commute 60 miles in less than hour.





from Sikorsky and Nash-Kelvinator plants. Army has agreed to pass on some of its helicopters to the U. S. Navy and to the British. The British are planning to train helicopter pilots in U. S.



Rescue at sea is demonstrated by YR-4 with Col. H. F. Gregory at the controls. Hovering over rowboat, helicopter shows the practical use it could have for Coast Guard or any rescue work.

machine and a small tail rotor to counteract the torque caused by the main rotor. Torque is the force set up by the main rotor which, unless counteracted, makes the whole fuselage turn in circles, opposite to the direction of the main rotor.

But the first arrangement did not give proper control of the plane. The design went through 18 stages before it was completed. At one point Sikorsky had a main rotor, two small side rotors and the little torque rotor. At this point the Army and the inventor realized that the machine was going the way of previous helicopter failures. It was getting too complicated. So Sikorsky went back to the virtue of his original design, which lay in its simplicity.

The main control of his present machine is achieved through a method called cyclic pitch control which makes it possible to change the pitch of each blade through its cycle of rotation. When the machine turns right, for instance, the blades have deepest pitch when going through the left-hand phase of their revolutions. As they go around, the pitch decreases so that it is at a minimum in the right-hand phase. As a result, the

rotor lifts on the left side and tilts to the right. The fuselage also tilts right and moves after the rotor.

By last year Sikorsky had built his first Army model, the XR-4, a two-passenger ship which the Army refers to as its "flying windmill." In May 1942, Les Morris, Sikorsky's expert test pilot, flew it out to Wright Field, Ohio. As Morris flew west from Stratford, he was accompanied along the ground by an automobile which carried a mechanic and engineer inside, and had a big yellow dot painted on the roof so Morris could spot it from the air.

The flying windmill makes a journey

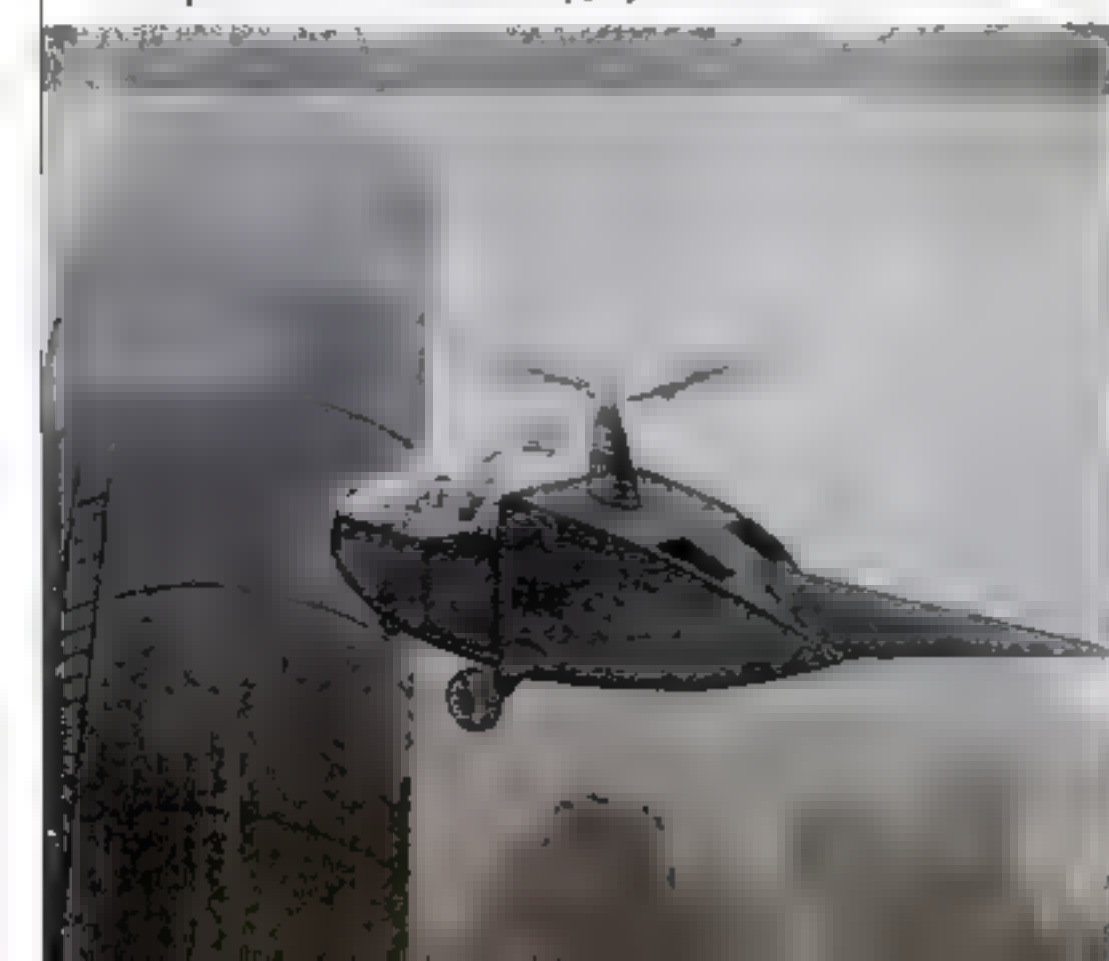
This strange journey of the flying windmill and the auto with a yellow dot on its roof will probably be mentioned often in the history of aviation. It was the longest point-to-point flight made up to that time by helicopter. Morris enjoyed the trip hugely. Sometimes when the auto stopped for a red light, the sociable Morris would stop too, hovering over the auto until the light changed. At airports he would fly head-on toward the hang-

ar and, when the ground crew had scurried away from the impending crash, he would stop and settle down right in front of the hangar doors, to everybody's amazement and relief. At Rochester, waiting for the control tower's green light to give him landing permission, he flew over beside the high, glassed-in tower and hung there. The tower man looked in a daze at a pilot peering through the glass at a spot 50 feet above the ground. Then he shook his head and gave the landing signal.

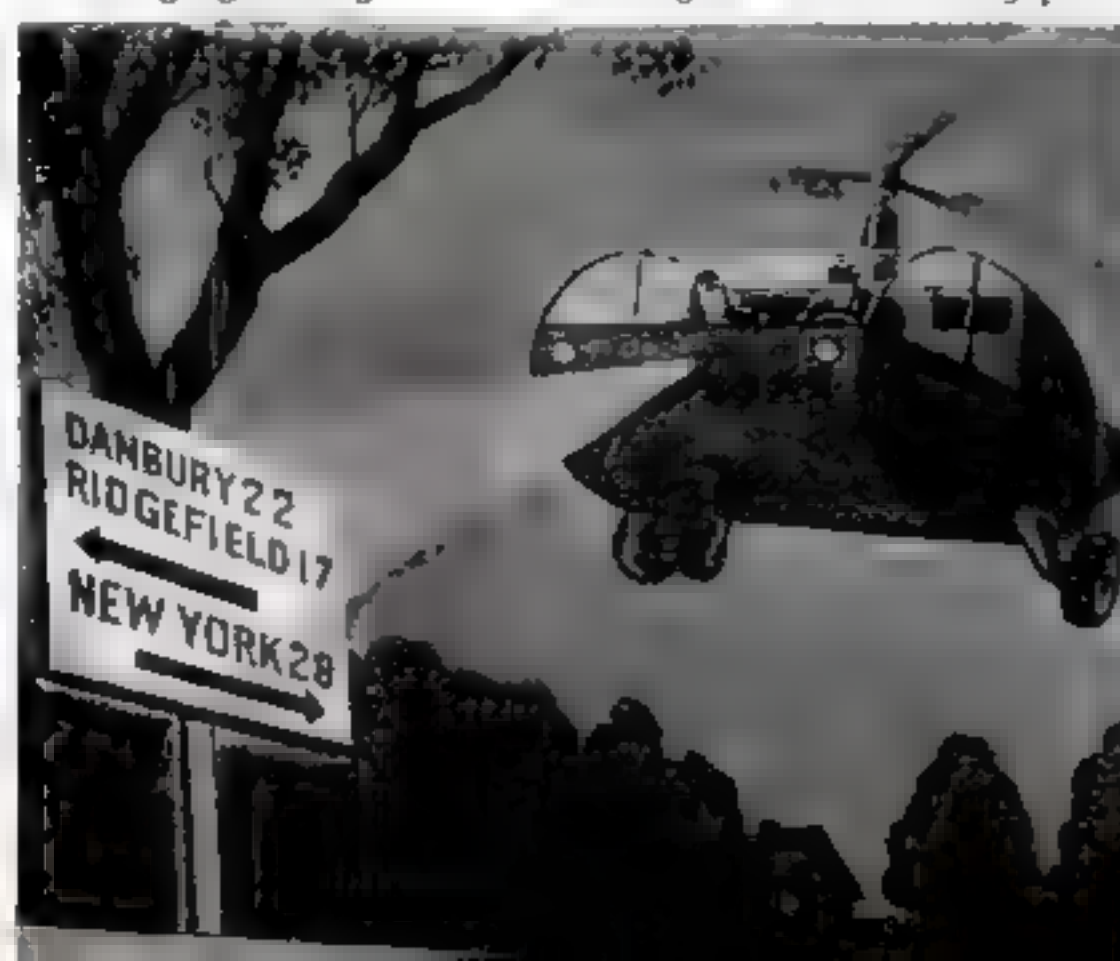
The Army, whose interest in helicopters is not confined to Sikorsky's model, has ordered YR-4's, plus additional models which will be bigger and more powerful. The YR-4 is about 35 feet long, has a rotor composed of three 19-ft. blades and a 180-hp engine. It flies under 100 m. p. h., can reach an altitude of at least 14,000 feet and can, when flying at a speed of 30 m. p. h., stop in its own length. How fast it climbs, how much gas it carries, how far it can fly without refueling, how much load it can carry, are military secrets. Sikorsky models now in the works will weigh about 6,000 pounds gross, with one-third that weight being useful load. Useful load could mean military supplies, food, bombs or depth charges.

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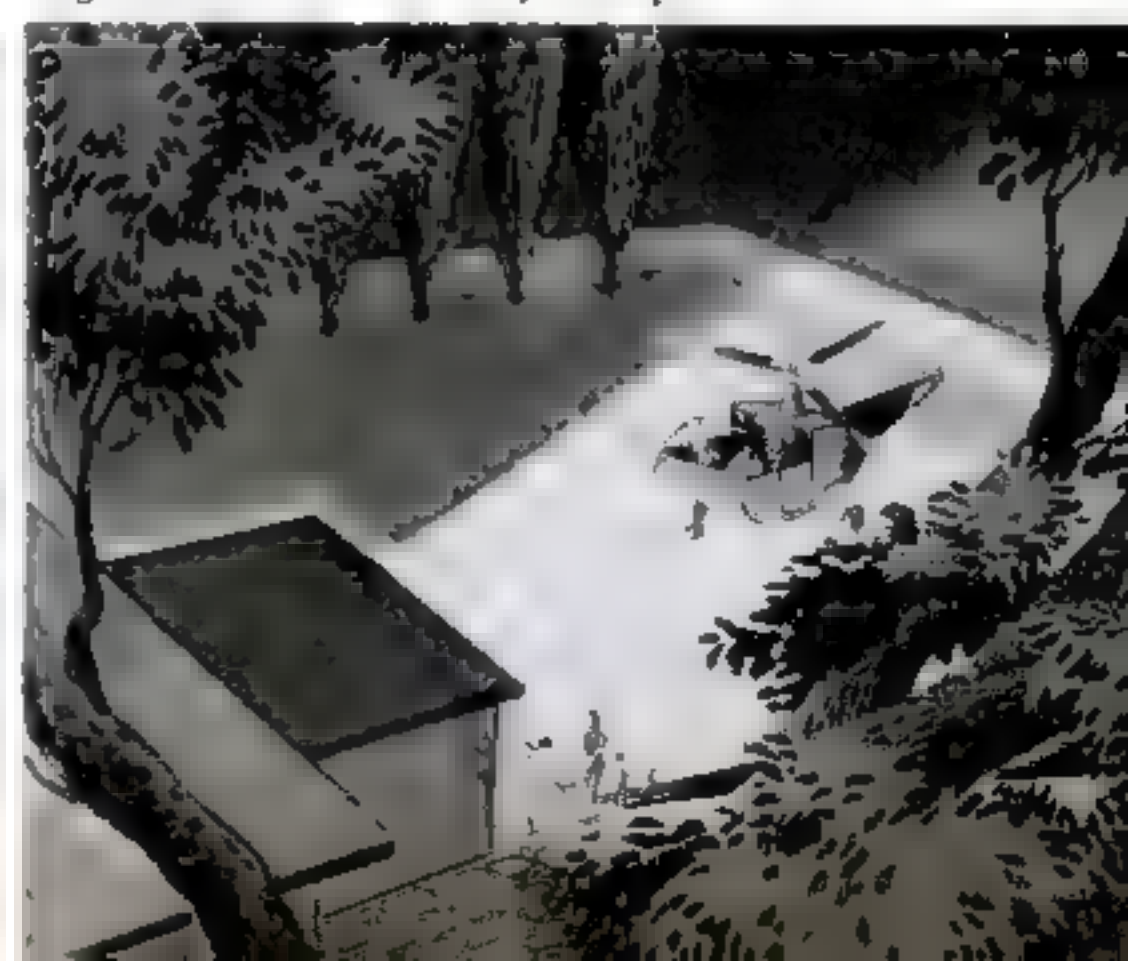
Caught in fog he flies slowly. Encountering a water tower, he stops in time to back away, fly around or over the obstacle.



Having lost his way at night, he comes down, hovers, points his landing light and gets his exact bearings from crossroads signpost.



Back home, he lands down on own little airport whose lights have been flashed on by helicopter's radio control.



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SULFATHIAZOLE, the same powerful protective agent used by the Army and Navy to fight infection, comes to you now in Curity SULFA-thia-zole HANDI-TAPE... the instant bandage that gives you modern protection against possible infection of the minor cuts, blisters, and abrasions that occur in home and factory.

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SIKORSKY'S HELICOPTER (continued)

So far as the Army is concerned, the military use of the helicopter is yet to be proven. The proposed uses so far have all been in the realm of ground cooperation. This means carrying food, supplies or medical material, acting as liaison or observation plane. Equipped with rubber pontoons instead of wheels, the helicopter can land almost anywhere—water, snow, ice, swamp. In forest too thick for landing, it can lower supplies or messengers, haul up wounded or lost men. As artillery aid, it can be a portable observation platform able to duck up and down behind cover to spot targets, communicating to the ground by telephone instead of radio. As aid to the Signal Corps, it can lay telephone wire with undreamed-of speed simply by flying cross-country, spinning out wire as it goes. Because it can be a relatively quiet aircraft, it could perform sneak night missions behind enemy lines. Although much slower than fighter planes, its maneuverability would afford some protection.

The helicopter's first really important military use in this war will probably be naval—fighting submarines. There have been a lot of loose reports that the U. S. and British navies are actually using helicopters in antisubmarine work. This is not so because, among other reasons, neither the U. S. nor British Navy have had any helicopters. The reports, however, have greatly impressed German U-boat crews who, when captured, ask worried questions about the new aerial weapon which they heard the Allies were using against them. Although Secretary of Navy Knox has belittled the present value of the helicopter, the Maritime Commission and War Shipping Administration are planning to build small helicopter take-off decks on Liberty ships. The Navy is getting some of the Army's YR-4's and will soon be testing them at sea.

It succeeds where the autogiro failed

All the helicopter needs for a seagoing airfield is a 40x40-ft. platform with an unobstructed space around. From these platforms, helicopters could cover the 600-mile mid-Atlantic gap which is out of range of land-based patrol planes. The helicopter's main immediate use would be as a moving observation post and a threat which could keep submarines submerged. Although subs traveling on the surface can keep up with any convoy, they usually lag when forced to travel underwater.

But as a military device the helicopter is a piddling accessory compared to the revolutionary instrument it will prove in civilian life. Rotary-wing men themselves are leery of being too enthusiastic because they remember what happened to the autogiro. A dozen years ago people were whooping it up for the autogiro as everybody's everyday aircraft. Even Thomas Edison, who once had held out for a helicopter, was willing to settle for an autogiro. But the giro proved a tricky ship to fly. Although it could fly at very low speeds and achieve vertical jump take-offs, it lacked the all-round characteristics of the helicopter. All helicopter designs owe a great deal to the auto-

CONTINUED ON PAGE 31



Helicopter controls are demonstrated by Col. Gregory. Left hand holds control which governs speed and direction. Right hand holds lever which governs ascent and descent.

WHEN

he's got that look in his eye
and that girl in his arms...



THEN

you'll get that zing in your heart!

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**NEW!
WILDROOT
CREAM-OIL**

NON-ALCOHOLIC FORMULA

SIKORSKY'S HELICOPTER (continued)

giro and to its brilliant Spanish inventor, Juan de la Cierva, whose rotary-wing inventions are basic to all helicopters. But the helicopter will make the autogiro obsolete.

Despite the disappointment of the autogiro, there is no reason to be cautious about the helicopter—except for this: that the helicopter today is not ready for widespread use and it will not be ready for some time. Since the helicopter can land on a flat roof or a backyard, it becomes virtually as convenient as an auto. Though subject to mechanical trouble, it is hardly more dangerously so than an auto. If the engine fails, the rotor is automatically declutched so that it revolves freely in the air like an autogiro rotor. A pilot can then go into a glide and come safely to the ground. If he has to come down vertically, his speed will be twice as fast as a parachutist. This would damage the landing gear and, if over a bad spot, might damage much more and shake up the pilot. If, however, the rotor failed or its blades broke, the machine would plummet to the ground and crack up. Air traffic control will need much careful working out. Fog and bad weather will ground helicopters less than ordinary planes.

Customers already try to buy helicopters

Ever since the announcement of its success, the Sikorsky company has been busy returning checks to eager purchasers who are so dazzled by the wonderful future the helicopter promises that they want to make their down payment on this brave new world right away. One customer wrote a wistful note about his opencut mine which was so deep and steep that it took a man and a mule a full day to get down. If the company would sell him a helicopter, he said, he could make the journey in a couple of minutes. Another customer wanted his ship equipped with rubber suction cups instead of regular landing gear to enable him, he explained, to land on his not-quite-flat roof.

Regretfully the company has to tell the hundreds of premature customers that helicopters are being built only for war use. It will be some time after the war before mass production can bring the price down to ordinary reach, or before engineering has perfected the aircraft so that it will be safe and practical for the amateur flier.

Eventually, thinks Igor Sikorsky, it will be easy to produce a four-seat helicopter for about \$1,500. With a 100-hp engine, a small helicopter can cruise at 80 m. p. h. and fly nine airline miles to a gallon of gasoline, the equivalent of about twelve road miles. Counting the saving on tires, Sikorsky expects that it will cost about as much to run a helicopter as to run a middle-priced automobile.

Flying the helicopter looks so easy that, after watching a demonstration, dreamy-eyed groundlings feel sure that they can step right into the cockpit and take off. The controls are simple. At the right hand of the flier is a lever that looks like an emergency brake. Between his knees is a conventional airplane control stick. At his feet are two pedals. The pilot starts his engine, then pulls back the right-hand lever. This gives deep pitch to all the rotor blades so that they bite deeply into the air and lift the plane straight up. When he is up,

CONTINUED ON PAGE 11



Curious pattern of helicopter on the ground—the VS-300—is seen from an Army helicopter hovering overhead. Seen from below, a helicopter in flight looks like a big bug.

Perhaps Your Friends are Ahead of You

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Forward tilt of helicopter, which makes it look as if it were coming down, actually occurs when forward speed increases. Tilt is noticeable to anyone riding in machine.

SIKORSKY'S HELICOPTER (continued)

the pilot pushes the control stick slightly forward and the helicopter goes forward. When he is high enough he pushes the right-hand lever forward, the rotor pitch is decreased and the plane no longer climbs. To turn, he pushes the stick in the direction he wants to go and puts down one of the foot pedals which changes the pitch of the rear antitorque rotor's blades—right foot to go right, left foot to go left. To hover, the pilot pulls the stick back into neutral position. Pulling it further back makes the machine go backward.

To make the machine go faster, it is necessary only to push the stick well forward. This increases the pitch of the rotors through the back half of their cycle and tilts the machine forward. And, as a man walking fast leans sharply forward and hurries after himself, the helicopter hurries ahead. The speed of the turning rotor in flight does not increase, remaining virtually constant at around 210 r. p. m. at all times, except during take-off when the rotor moves faster. Most engine power is used in higher speeds and while hovering.

Actually the present helicopter is not too easy to fly. Its stick wobbles, the controls are oversensitive, all the necessary automatic safety devices are not yet installed. Experienced fixed-wing pilots take about three hours to solo a helicopter. An average intelligent driver can master the mechanics of flying a helicopter in a few hours. But aside from the mechanical controls, the fledgling helicopter pilots will have to learn a brand new thing—the sense of flight with all the attendant instincts for direction and orientation.

It puzzles experienced pilots

Igor Sikorsky himself doesn't fly the helicopter with any appearance of ease. He is pedantic and jerky at the controls of any plane. The Army's most expert helicopter pilots are Colonel H. F. (Frank) Gregory of the Engineering Division of the Air Forces' Materiel Command, who is more responsible than any other military man for the development of the helicopter, and Major Leslie Cooper, an old rotary-wing pilot who once almost broke up a Yale-Princeton game by flying over the Yale Bowl in an autogiro trailing a sign that read "SEND YOUR BOY TO HARVARD." Fixed-wing pilots find it hard to accustom themselves to the sensitive, versatile and, to them, incredible helicopter. In a fixed-wing plane, the pilot pulls back his stick as he settles down to a landing. But when, out of force of habit, he pulls the stick back in a helicopter, he gets a terrible fright at feeling the aircraft go backward. Veteran pilots have dropped the helicopter stick in sheer, primitive terror, leaving to the instructor the job of getting the ship down. Charles Lindbergh, a senior engineer for United Aircraft who is a friend and associate of Sikorsky, spent a whole afternoon vainly trying to master the helicopter. After thinking about the problem overnight, he came back the next day and flew without any trouble.

In flight, the helicopter looks very odd. It never seems to be going directly anywhere. Instead it seems to be crabbing or sidling ahead. The machine is always tilted slightly in the direction of its flight. When it stops in mid-air it looks like a duck coming down on the water with its underpinning out in front. The body swings forward, then cradles back to a vertical position. With the motor muffled, the helicopter can be fairly silent. The turning rotors give out a pleasant sound, like a flock of pigeons swishing by.

One day prankish Les Morris took an engineer for a test flight and,



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CONTINUED ON NEXT PAGE

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2. Nescafé's added carbohydrates "seal in" the flavor and aroma.
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Sikorsky's early helicopter (1910) had two rotors on one shaft, but could not really fly



First workable helicopter, built by Focke, had rotors on separate shafts

SIKORSKY'S HELICOPTER (continued)

for no good reason, flew straight up for about a mile. Busy with his instruments, the engineer did not bother to look out. After a few minutes he glanced down and saw that they were exactly over the take-off point. He looked again, then turned to Morris and shouted in baffled rage, "It's a lie!" Old fliers always find vertical flight a strange phenomenon. Some of them say it scares them. Once they get used to it, however, they find the helicopter a very relaxing vehicle. Because they can set down anywhere, they lose their constant fixed-wing tenseness which comes from always looking at the terrain in terms of potential emergency landing fields. Because the helicopter is the only aircraft in which a pilot can change his mind at the last moment and stand a good chance of surviving, the helicopter pilot is less worried about making mistakes. He can forget about the hazards of ditches or fences. Floating through the air, the pilot can slow down to look at something that interests him or even go back for a better look. Future helicopter flights should be much smoother and gentler than any other kind because the rotating wing helps to smooth out the air bumps.

Although the helicopter will compete seriously with low-speed airplanes, it will probably never compete with high-speed planes. Sikorsky engineers estimate that its top speed is about 140 m. p. h. Speed is limited mainly by the fact that, according to present knowledge, the tip speed of the rotor blades cannot exceed approximately 600 m. p. h.

Engineers think they may be able to overcome the speed handicap by jet propulsion or by using more than one rotor. But most rotary-wing men still consider the helicopter a low-speed aircraft. As for size, Sikorsky considers the capacity of the one-rotor helicopter at 10 passengers, which will make it useful for bus service. Other helicopter engineers think that the use of two rotors, which is entirely practical and may even prove more efficient than the single rotor, will give the helicopter great weight-carrying ability.

Sikorsky has always been a pioneer

When asked how he felt when he made his first successful helicopter flight, Sikorsky beams shyly and says, "It was an agreeable feeling." A stocky, professorial-looking man with the habit of pronouncing the "ed" at the end of verbs in the past tense (it comes out "prepar-ed"), he goes into great detail about the difficulties he has had as a pioneer. Almost everything he has ever done, he takes pains to point out, had to be done without anybody telling him how to do it. This was a great deal of trouble and took much time and patience. Sometimes a listener gets the impression that Sikorsky is not sure that being a pioneer is really worth all the trouble involved.

But he really loves being a pioneer and has spent most of his 34 years taking the pioneer's hard path. The way he learned about downdrafts was to fly his first successful plane—the S-1 which he built in 1910—over a ravine on his first cross-country flight. The air there sucked the plane down and it crashed. Though Sikorsky was unhurt, he felt that this was an expensive way to learn about downdrafts. His next great lesson was taught by a dead mosquito which, in 1911, clogged up the carburetor of his S-5 and forced him down in a railroad yard. Again unhurt, Sikorsky sat down beside the wreckage and pondered another new fact: that multiengine planes might be more reliable than single-engine planes. This spurred him on to building his first four-engine plane, called The Grand, which was a fine ship until an airplane, passing over its field, dropped an engine smack on The Grand and smashed it beyond repair. Undaunted,

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are shafts, broke world's records, flew inside auditorium in Berlin.



Sikorsky's record for a nonstop flight, breaking Focke's, was made in 1941 in early VS-300.

Sikorsky built dozens of bigger and better four-engine planes, which served effectively as Russian bombers during World War I.

Sikorsky was a famous Russian aeronautical engineer at the age of 28, when the Revolution came. To the young engineer who loved the Czar, the Revolution was a senseless bloodletting, the rebels a crowd of deserters manipulated by shrewd radicals. To this day Sikorsky loves Russia and despises Communism. He left Russia in 1918, leaving behind a considerable personal fortune.

After a stay in England and France, Sikorsky came to New York City in 1919 with little money, few friends and no prospects. While he lived largely on baked beans and coffee, both of which he grew to like very much, other White Russian *émigrés* helped him out by finding people to take mathematics lessons from him and listen to his lectures on astronomy. Finally they raised a few thousand dollars to form an aircraft company. The capital was later augmented by \$5,000 from Sergei Rachmaninoff, the late pianist, who was rewarded by being made vice president of the company. In 1924, when he had completed the S-29, a two-engine plane built largely with second-hand equipment by amateur White Russian workers, Sikorsky learned a lesson about being soft-hearted. Eight of his backers wanted to go on the first test flight and actually managed to get aboard. Sikorsky hated to throw them off. So the plane took off and promptly cracked up on a golf course, hurting nobody.

Sikorsky quickly became very hard-hearted. He called a meeting of the stockholders, locked all 50 into one room and declared that he would not open the door until they put up \$2,500 to rebuild the plane. He also pointed out that, in a sense, the honor of Czarist Russia was at stake. The White Russians coughed up \$2,000. A couple of secondhand Liberty engines were bought and the S-29 flew beautifully.

The S-29 began a profitable career by hauling two grand pianos to Washington for \$500. All in all, it flew half a million miles, part of the time as a flying cigar store, before it was bought by the movies and burned up in *Hell's Angels*. The S-29 established Sikorsky's reputation, brought him new backers and orders. In 1928 he built the S-38 amphibian, sold it to Pan American Airways which used it as a ten-passenger plane. Three years later he built the first of his famous four-engine Flying Clippers with which in 1937 Pan American inaugurated the first regular service across the Pacific and the Atlantic.

United Aircraft, which had swallowed up Sikorsky's company in 1929, was very patronizing and skeptical when their great engineer said that he wanted to build helicopters. But since a wise corporation places a high value on any genuine genius it owns, United told Sikorsky to go ahead. Nobody was more surprised than United Aircraft when the flying machine really flew.

The company cherishes Sikorsky and treats him gingerly. He baffles the officials for, although he is a genius, he seldom goes into tantrums and is excessively polite in a warm, Russian way. Often the company loses track of him for three or four days but he always turns up in some odd corner of a hangar, working over a problem. Sikorsky holds the title of engineering manager of the Sikorsky Division of United Aircraft.

Most of the engineers he manages are White Russians whom Sikorsky has protected from depression and layoff by weirdly shifting them about on his payrolls. His chief assistants are a pair of brothers named Gluharoff—Michael and Sergei. His men look on Sikorsky with awe and refer to him reverently as the Old Man.

Engineer though he is, Sikorsky is a very mystical man. His success, he believes, is based not only on hard work, patience and a willingness to suffer the pains of a pioneer but also on an extra sense

CONTINUED ON NEXT PAGE

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"AND MCKESSON MAKES IT"

SIKORSKY'S HELICOPTER (continued)

he calls "intuition." Intuition, he believes, is a curious fourth-dimensional ability to break through the chains of the present and perceive things which exist in the future. When he was building his first big plane, Sikorsky decided—without any experimental data to go on—that long, narrow wings would be most efficient for the big, weight-carrying plane. Years later, engineers verified that he was absolutely right. When he was building the helicopter, Sikorsky designed his little rear rotor without consulting the Hamilton Standard Propellers Division of United Aircraft, whose specialists are among the best propeller engineers in the world. When the job was finished one of the chief propeller engineers confessed that if Sikorsky had asked for his advice, he would have said point-blank that Sikorsky's rotor design, which proved very successful, would never work.

Sikorsky's mysticism arises from his religious belief. A good Greek Orthodox Catholic, Sikorsky contributed generously to building the lovely Stratford Greek Orthodox Church whose bulbous towers stick up uncomfortably out of that plain little town. Some years ago, Sikorsky wrote a 60-page commentary on the Lord's Prayer which he sent to his friends as a token of esteem. After three years' writing he has just finished a book which discusses the conflict between good and evil, a conflict which he believes will soon break fiercely over the world—if, indeed, it has not already broken.

Sikorsky lives in a pleasant home just outside Bridgeport with his wife and four sons. He likes astronomy, and owns a small private observatory. His fondness for climbing the Pyramids and flying over erupting volcanoes, however, has been curtailed by the war. When he wants to think really hard, Sikorsky sits up late at night, drinking large quantities of coffee out of demitasses. Or else he goes to his hideaway near Litchfield, Conn. Sikorsky was torn between buying his land at Litchfield and a more interesting site which was, however, too far from the nearest road. He chose Litchfield. Now he regrets not having waited because, with his helicopter, he would not have to worry about being far away from a road.

The helicopter has brought back to Sikorsky some of the early thrill of flying. Flying today in closed, comfortable cabins is not like the old days in open cockpits with fresh air blowing by. He remembers with great feeling the time he was soaring over Russia in his four-engine plane. He stood out on the plane's open bridge just after a storm. "All around me," he wrote in his autobiography *The Story of the Winged-S*, "there was a fairyland formed by clouds. From time to time the plane would pass close to a strange-looking mountain. Next there would be a gigantic mushroom several hundred feet high. For a long time I stayed alone on the platform, admiring the wonderful fairy panorama—the strange beauty of which I will never forget."

Sitting out in the open cockpit of his VS-300 with the rotor swishing around overhead, Igor Ivanovitch Sikorsky recaptures this old unworldly emotion. "It is like a dream to feel the machine lift you gently up in the air, float smoothly over one spot," he writes. But Sikorsky's emotion is not always shared by other fliers. Test Pilot Les Morris once took the machine up thousands of feet in the air and kept it hovering for a while over one spot. This should have been an acutely poetic moment for any man. But when Morris is asked how he felt when he hung up there in the heavens, literally letting the clouds drift by, he grins sheepishly. "Well, to be really honest," he mutters, "I felt like a damn fool."



Dramatic demonstration of helicopter use was made by YR-4 which landed and took off from deck of a tanker. Test showed that every ship might be its own aircraft carrier.

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They give you a lift over the rough spots...help you take the bad news with the good...they build morale!

☆ ☆ ☆

It happens that there are millions of Americans who attach a special value to their right to enjoy a

refreshing glass of beer...in the company of good friends...with wholesome American food...as a beverage of moderation after a good day's work.

A glass of beer—a small thing, surely, not of crucial importance to any of us. And yet—morale is a lot of little things like this. Little things that help to lift the spirit, keep up the courage. Little things that are part and parcel of our own American way of life.

And, after all, aren't they among the things we fight for?

A refreshing glass of beer or ale — a moment of relaxation...in trying times like these they too help to keep morale up.

MORALE IS A LOT OF LITTLE THINGS





The national bird of the U. S., the bald eagle, is a downy little creature at the age of one week. Smaller than a full-grown chicken, it looks very little like the bird it will someday grow up to

be. Its feathers are soft and almost white rather than stiff and dark. Its beak is protuberant rather than fierce. Its claws are weak. Its whole aspect at this stage is wistful rather than majestic.

EAGLET GROWS UP

The national symbol is a wistful bird when young

The bald eagle is a very impressive national symbol when it is grown up. But when the eagle is an eaglet, the only impressive thing about it is its nest. This is a massive affair, measuring from three to eight feet across and built in the tops of tallest trees.

In this big nest the parent eagles lay their not-very-big eggs. Unlike many other American birds, most eagles conduct their courtship in the autumn instead of spring. Once mated, they stay together for life. When spring approaches, the mated pair is all ready to start raising a family. The eggs take more than a month to hatch, which is a long time. Very young eaglets eat chunks of fish torn up into little pieces by the parents. After a while parents stop pampering their young and the eaglets have to tear up their own fish. When the wings are strong, the eaglet practices flying without leaving the nest, which is big enough for brief hops. If the young bird is reluctant to take longer flights, a parent eagle sometimes flies around the nest waving a fish in its beak. Driven by hunger, the reluctant eaglet finally flaps after the fish.

About this time of year, at the beginning of summer, most eaglets are big enough to leave their nests. For a while, they stay in nearby branches but the parents are very strict and do not allow them to spend much time in the nest. After they are about four months old, the eaglets are finally driven from the nest area by their parents, forced to go some distance away to take up an eagle's life. By now the eaglet's body is covered with dark feathers from head to tail. In the next few years the dark head feathers are gradually replaced by white ones which give the eagle its bald look and name.



Eagle's eggs are under three inches long. Whistling swan's eggs are almost twice as large. Nest is lined with soft grass. Eagles seldom lay more than two or three eggs.



Four weeks old, englet begins to lose its down. Beak and feet have almost reached full size but not full strength. Bulging crop on this bird shows it has been well fed.

CONTINUED ON NEXT PAGE

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YOU'RE TELLING ME? AND A RA. 'MAKIN'S' SMOKE NOT ONLY TASTES RIGHT—IT ROLLS RIGHT—FAST AND SMOOTH WITH GOOD CLEAN ENDS

PRINCE ALBERT
CRIMP CUT
ONE BURNING TIP AND NO SMOKEY TOBACCO

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FIFTY OF PRINCE ALBERT TOBACCO IN EVERY MINOR POCKET PACKAGE OF PRINCE ALBERT

70
SEVEN AND A HALF OF PRINCE ALBERT TOBACCO IN EVERY MAJOR POCKET PACKAGE OF PRINCE ALBERT

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PRODUCTS

Eaglets (continued)



Six weeks old, the young birds began to look like real eagles. Their down has disappeared. But the breast muscles are still too weak to keep their heavy wings in place.



Ten weeks old, the eaglets leave the nest to perch in nearby branches, still not ready for full flight. The photographer took this picture from an adjoining tree. The follow-



Eight weeks old, birds have well-developed feathers and are almost as big as adults. Though wing spread is more than six feet, the young birds are not yet able to fly.



ing week he went back and found the big nest empty. As he waited, one of the birds flew out of the tree and, calling shrilly, circled over the old nest it had left for good.

A Harmony of Great American Whiskies has made it America's Luxury Whiskey

Just as a stirring symphony is a masterful blend of musical notes to produce an agreeable harmony of sound...so Park & Tilford Private Stock is a skillful blend of fine American whiskies to create an harmonious luxury of flavor. In Park & Tilford Private Stock, the ancient and difficult art of whiskey blending reaches a new peak of modern perfection—superbly rich, exceptionally agreeable in taste! The additional cost to you is trifling—the additional enjoyment is surprising.



Park & Tilford Private Stock

PARK & TILFORD DISTILLERS, INC., NEW YORK, N. Y. • A BLEND OF STRAIGHT WHISKIES • 86 PROOF



Childhood playmates were Pvt. Nathan Rosenfeld and Blanche Alter (above) who met at Coney Island four years ago after long separation, "decided together" last Christmas to get married.



Civil ceremony was chosen by Pauline Hatfield of Dexter, Me. and Yeoman Frederick Witham of Pittsfield when he got a five-day leave. They had planned on a church wedding this summer.



DREAMY-EYED MARYANNE WOODS AND PRIVATE WILLIAM RICHTER WAIT FOR LICENSE

Life Visits New York's Marriage License Bureau

Wartime weddings bring it a rushing business

One of the busiest places in New York City these war days is the Marriage License Bureau on the second floor of the high Municipal Building near City Hall. Through it every day pass an average of 150 couples to purchase licenses for a \$2 fee. Some 30 of them remain to be married in the chapel across the hall. Last month 90% of those applying for licenses were servicemen. This may be due in part to the fact that getting married in New York is a very simple business for a serviceman and his girl. The 24-hour interim between securing a license and the actual ceremony need not be observed by them, and the Supreme Court will supply a waiver for the 72-hour wait following their respective blood tests. In fact, if they are fast on their feet and full of impatience, such a couple can initiate the formalities at 9 o'clock in the morning and be lawfully wedded by noon.

First Deputy City Clerk Murray W. Stand, who officiated at 52 marriages on a recent Saturday, tries to compensate for the hurried preliminaries by performing a ceremony (right) that is thoughtful and serious, if not actually stern. Striving to preserve the dignity of the rite and still contribute to its festiveness, Stand is always immaculately attired, often with a carnation in his lapel, and is intolerant of impudence or levity. He suppresses a smile as four bridegrooms out of five blindly attempt to place ring on the middle instead of the third finger, and continues with the ceremony. Upon pronouncing the couple man and wife, he adds: "And may God bless your union. Kiss your bride." If the startled bridegroom looks up dazed and expectant, he says gently, "That's all there is." Alfred Eisenstaedt's candid pictures show five ceremonies on these pages and four post-ceremony embraces on pages 100-101.



From Mount Vernon, Ill., where they met three years ago, Selda Mae Draper came to marry Sergeant Charles Ester in New York. Few days later she returns to her job in Fort Dix, N.J.



"Don't take too long," advised Estelle Levy (above), "we haven't eaten all day." She rushed at noon from her job at the Brooklyn Army Base for her marriage to Corporal Israel H. Simon.



IN THE CHAPEL BANKED WITH HYDRANGEAS, DEPUTY CITY CLERK STAND MARRIES PRIVATE CHARLES ACCORDINO, HOME FROM OVERSEAS, AND MARY HERRICK OF BROCKTON, MASS.



MY GOODNESS!...I've made a blind date! It'll probably be just my luck to get a "porcupine"—an old-fashioned shaver with a bristly beard and a stubborn disposition who won't take "no" for an answer.

O, MY GOODNESS!...I was right! About George being stubborn, I mean. He won't take "no" for an answer. But, O, my goodness he's wonderful—with his nice smooth Barbasol face.



BARBASOL MEANS BRUSHLESS: No brush, no lather, no rub-in—the fastest, sweetest shave you ever had. Softens the wiriest whiskers, soothes tender skin during and after shaving. Try Barbasol with a rust-resisting Barbasol Blade; then try your luck with the ladies. Large Size 25¢, Giant Size 50¢, Family Size 75¢. Tubes or Jars.



Discreeter than many was the embrace of the former Helen Mulroy of Chicago and Gunner's Mate Nate Han of Brooklyn. They met in Philadelphia four months ago.



Firm but fleeting was the kiss Private Accordinno gave his bride, for he left five days after the ceremony for overseas. They met at a USO dance at Camp Edwards, Mass.

STAND OFFERS CLEANSING TISSUE TO EACH BRIDEGROOM AFTER CEREMONIAL





Disregarding spectators, Sergeant Eater drew his bride to him for a close embrace. They had a week's honeymoon in Trenton, N. J., before he was due back at camp.



Shy of demonstration, Private Rosenfeld, unlike his bride, was disinclined to the public embrace. The bride's mother and sister-in-law were witnesses for the ceremony.

KISS. STAND COLLECTS EMPTY WEDDING-RING BOXES IN LECTERN DRAWER



WHO PAYS...

FOR THE RING?...
FOR THE LICENSE?... FOR THE BOUQUET?

It's Etiquet for the groom to send a bouquet to the bride... to pay for the ring and the license... and to give a fee to the clergyman or justice. Don't embarrass him by sending yourself a bouquet! And, above all, don't embarrass him with under-arm perspiration and its odor. Use *Etiquet* - new antiseptic deodorant cream. More effective!* Works 5 ways!

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New York, N. Y.



*DIKE TESTS
prove *Etiquet*
over 24 hr.
more effective
than other
deodorant
creams tested.
Deams sent
upon request.



Guaranteed by
Good Housekeeping
Institution

- SAFELY STOPS under-arm perspiration itself 1 to 3 days. Use twice a week or oftener.
- SAFELY STOPS under-arm perspiration odor 1 to 3 days. 24% more effective than other deodorant creams tested.*
- SAVES ON CLOTHES. Prevents clothes-stains, clothes-rot due to under-arm perspiration.
- ANTISEPTIC. Pure. Soothing. Not irritating to normal skin. Safe to use every day.
- WORKS FAST. Disappears from sight. Not greasy, nor sticky. No need to rinse off. Dab on... dress... dash!

LOOK FOR THE BLUE PLAID JAR AT
TOILET GOODS COUNTERS, 10¢, 39¢

Etiquet

THE ANTISEPTIC DEODORANT CREAM

Buy War Bonds and Stamps!



LOOK
AT YOUR
SHOES

—OTHER
PEOPLE DO!

**CODDLE
THOSE WHITE SHOES
THEY'RE PRECIOUS!**

SHINOLA WHITE helps save their bright "new look" . . . and it's easy to put on—really hard to rub off!

• Today white shoes are rationed—so, for longer wear, clean your white shoes, both old and new, with a white shoe cleaner you're sure you can trust!

Shinola White is safe—contains no harsh alkalis. So easy to put on, a child can do it . . . but hard to rub off! Dazzling white, too—and it cleans as it whitens!

Shinola White's selected oils actually help "feed" white shoe leather—keep it "like new," prevent cracking! For your shoes' sake—try Shinola White today!



A Product of
THE BEST FOODS, Inc.

**SHINOLA
WHITE**

In the Big
Blue and White
Package

10¢



PICTURES TO THE EDITORS

SHEEP MARCH

Sirs

Perhaps it is proof of the growing importance of meat in the national economy—if there is need for such proof. At any rate, the picture I am enclosing shows a herd of 5,000 sheep crossing Grand Coulee Dam on the way to its summer range high in the Idaho mountains. Had it followed the route used by not-so-essential civilians and crossed the nearby bridge over the Columbia River, the herd would undoubtedly have held up traffic for an

extended period, which accounts for its presence over what the Reclamation Bureau of Grand Coulee calls the world's "greatest monolithic concrete structure."

The photograph was taken from the top of the elevator shaft house and shows, besides sheep, the end of Grand Coulee's reservoir, 151 miles long.

DON G. SCOTT

Spokane, Wash.



KANSAS HUMOR

Sirs

The pretty Coca-Cola girl floating so nonchalantly above the swollen waters of the Maria Lacyne River near Oswatomie, Kan., was about the only person to remain unconcerned when the flood level was passed by eight feet on May 20 to 23. Undoubtedly Mrs. Keats, whose nearby house is shown in my photograph surrounded by water, felt very differently

about it. The LOAD LIMIT 6 TONS sign actually belongs on a bridge which in normal times spans the river at this point. As for the picture itself it was made by two intrepid boys who resorted to jungle tree-climbing tactics.

J. B. MUECKE

Ottawa, Kan.



GENUINE
Orange Blossom
ENGAGEMENT & WEDDING RINGS by TRAIL B

La Cross
AMERICA'S FINEST
surgical instruments
MANICURE IMPLEMENTS

• Treasure your precision-ground La Cross manicure implements. They may be the last you can get for the duration. The craftsmen, who fashioned them in peacetime, today are making vital surgical instruments for America's armed forces. After victory La Cross implements will be better than ever.

Rebuild Flavor
and Appeal of
Leftovers

Comet Rice

Guaranteed by
Good Housekeeping
a seal of approval

VITAFIED
Comet Rice

★ ★ ★ AMERICA'S ONLY RICE WITH ADDED VITAMIN B1 ★ ★ ★

A WISP OF *Smoke*



A warning whisper

Smudge
may be on
your teeth

At the first sign of telltale smudge on your teeth—be warned! Start using IODENT. No. 2 is made by a Dentist especially to clean hard-to-bryten teeth and IODENT No. 1 is made for teeth that are easy to bryten. Powder or Paste—Choose the IODENT for your teeth... enjoy the satisfaction of a truly fine dentifrice.



Keep Perspiring Feet Dry and Sweet

Excessive perspiration often makes your feet uncomfortable—socks or stockings damp, as well as causing disagreeable foot odors. Try dusting your feet and shoes with Allen's Foot-Ease. Easy—quick—convenient. It acts to absorb excess perspiration and prevent odors. If you are breaking in a new pair of shoes or if you are wearing an ill-fitting tight pair, there's nothing like Allen's Foot-Ease to relieve the friction that makes feet feel so uncomfortable. For real foot comfort, be sure to ask for Allen's Foot-Ease today!

DEAD INSECTS
DESTROY NO FOOD, CLOTHING
Protect things costly to replace! Use Gator Roach Nives. Mosquitoes, Waterbugs, Silverfish and Crickets eat bait from the protective tubes—and die! Long-lasting, clean and thoroughly efficient. Money back if not satisfactory. 30¢ per 3 pkts. postpaid.
DE SOTO CHEMICAL CO.
Box 22, Arcadia, Fla.

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in a "FOX HOLE"
with **HEATABS**
and VEST POCKET "STOVE"

Food calls for HEAT, wherever you are! HEATABS (Tablets of Concentrated Heat) will light instantly, and will burn long, with intense heat... outdoors or indoors. Campers, picnic-ers, hunters, fishermen can cook, fry, boil food, start fires under any circumstances with HEATABS. Many uses for Boy Scouts, Girl Scouts, housewives, doctors, nurses, Red Cross and Civilian Defense workers, dentists, chemists, industrial workers, etc. Important in First Aid and Emergency Kits. Carried by armed forces to heat combat rations. Solid, compact, non-poisonous... NO SMOKE, SOOT, FUMES or ASH!
SPECIAL OFFER (limited): COLLAPSIBLE "STOVE" (Vest pocket size) with TWO LARGE CARTONS of HEATABS, only \$1.00. Postpaid. ORDER BY MAIL TODAY!
J. W. BEEKER CORP., 1637 N. Water St., Milwaukee, Wis.

HEATABS TABLETS OF concentrated HEAT

PICTURES TO THE EDITORS

(continued)

A DOG GROWS UP

Sirs:

I am enclosing a picture record of the year's growth to adulthood of a St. Bernard puppy given my nephews. In a period of twelve months he changed from a furry puppy, overshadowed and somewhat awed by Donald Duck, to the towering figure next to which Donald now almost disappears.

CLAUDE BUTLIN

Papotla, Mexico



FIRST MONTH



SECOND MONTH



THIRD MONTH



FOURTH MONTH



FIFTH MONTH



NINTH MONTH



TWELFTH MONTH



NORTHERN'S GENTLENESS ASSURES
THOSE GENTLE LITTLE "DEERS" OF YOURS

COMFORT AND SAFETY!

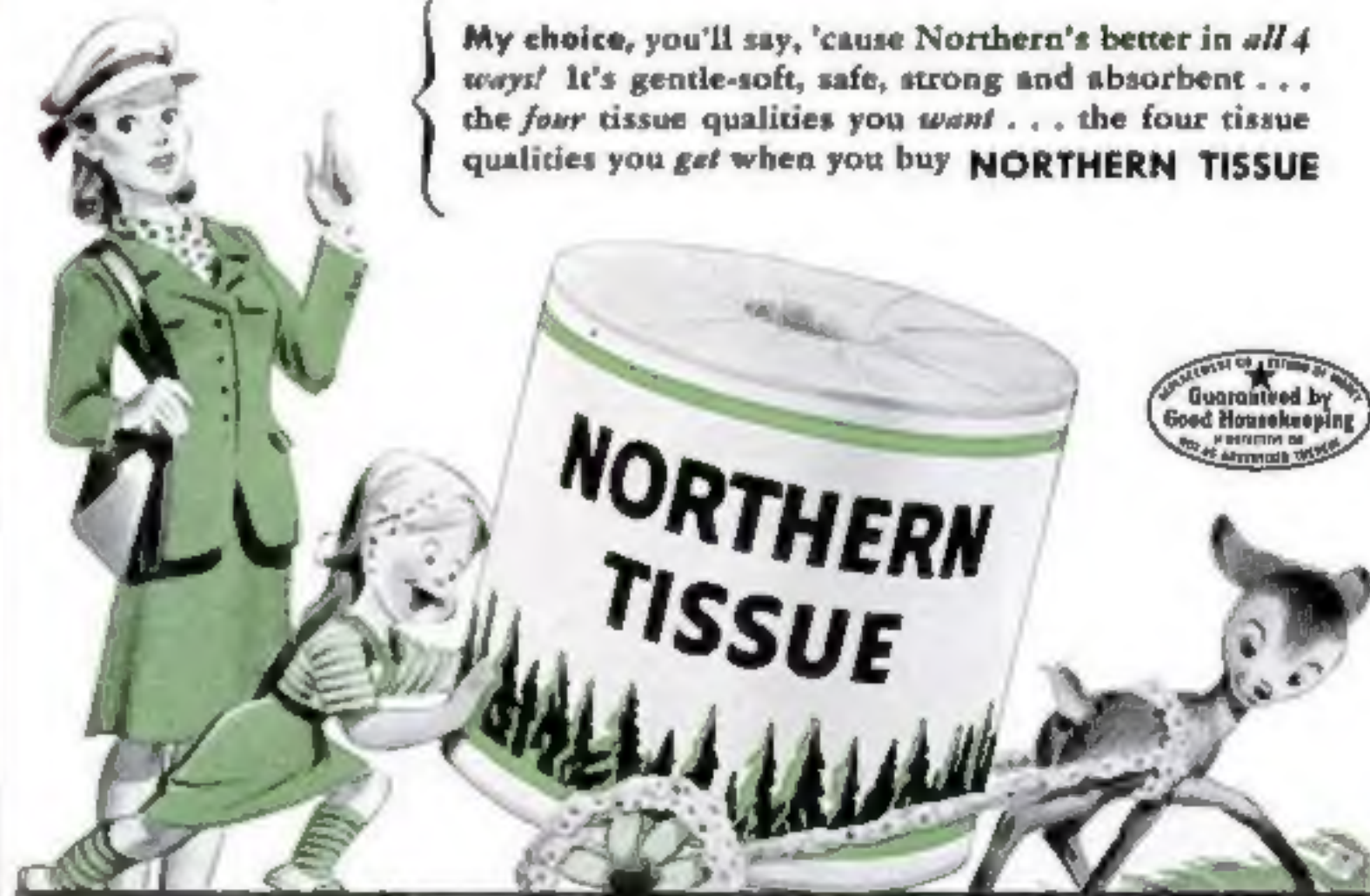


My goodness, how soft... no wonder it's the choice of mothers everywhere. Northern Tissue is safe and comfortable for even the tenderest skins.

My heavens, how strong... yet how gentle! More absorbent, too. Northern is a much more satisfactory bathroom tissue, as your whole family will agree.



My choice, you'll say, 'cause Northern's better in all 4 ways! It's gentle-soft, safe, strong and absorbent... the four tissue qualities you want... the four tissue qualities you get when you buy NORTHERN TISSUE



NORTHERN HANDY TOWELS are gentle-soft and more absorbent, too. Just the thing for your kitchen and will save you lots of time and work. Use Northern Handy Towels regularly.

★ DO YOUR PART! BUY WAR BONDS AND STAMPS REGULARLY! ★

Copy, 1940, Northern Paper Mills, Green Bay, Wis.



● Soldiers are getting a real taste of "nature in the raw" on the insect-ridden battlefronts. But thanks to FLIT and our other insecticides, the pests are getting theirs too! Right in the neck!

The Army has found that these famous insect-killers blast many "heathen" pests. Just as they knock off many civilized insects at home.

FLIT has the highest rating established for household insecticides by the National Bureau of Standards... the AA Rating. Why don't you fight your pests with FLIT?—Buy a bottle—today!

FLIT

Copy, 1943
Stauro
Incorporated



KILLS mosquitoes, flies, moths, bedbugs, roaches, ants, and other household pests.

PICTURES TO THE EDITORS

(continued)

END OF THE RUN

Sirs:

This is not the way I expected my last picture of the African continent to look, when I embarked on a transport to photograph the Fifth Army. We were taxiing at 90 miles an hour for the take-off, when the left tire blew out. We sat horrified and watched the plane, out of control, swerve directly at a group of parked planes. There was a sickening bang as we crashed into one of them. The pilot jumped out hollering "FIRE!" I forgot about my pants, which I had taken off to keep cooler, but remembered my cameras and was looking for them when the pilot's

yell to "get out before she blows up" propelled me out in almost no time. The navigator had already kicked the door open, which luckily had not buckled—or we would still be there. We were no sooner out than a solid sheet of flame poured through the fuselage. I always carried a Contax with me for emergencies and with it took pictures of the burning plane, of which that below is one.

Then I fainted dead away.

ELIOT ELISOFON

New York, N. Y.



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No. 7 POLISH
MAKES CARS SPARKLE!

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THAT FEEDS A
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4 SIZES

Uncountable thousands are eating today with O.W.D. Ritespoons, the sanitary single-use spoons that provide the true shape and full utility of table silver. Made of naturally pure hard wood, tasteless, odorless, velvet-smooth. O.W.D. Ritespoons to match. In bulk and 10-cent sealed packages. Your retailer has them. Oval Wood Dish Corporation, Tupper Lake, New York.

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BUGS IN YOUR VICTORY GARDEN?

Use Red Arrow Garden Spray to kill insects in Victory Gardens. Safe when sprayed to humans, birds, pets. 35c bottle makes several quarts. Buy Red Arrow Spray where you buy garden supplies.
FREE Send post card for new illustrated "Garden Insect Identification and Control Chart." Address: McCormick Sales Company, Dept. 3156 Baltimore, Md.



Wise Rhymes for These Times



1.

At the station—on vacation—
Cherrie Chipmunk stood.
The Crop Corps beckoned. Cherrie reckoned
She could do some good.



FARMERS ARE
FIGHTERS—
FOOD
CAN WIN THE WAR

2.

And she was right. From dawn till night
She helped the farmer's son.
While he was charmed with how she farmed,
She found he was The One.



3.

They matched so well they rang the bell—
A Happy Blend of mates.
And that, you'll say, is CALVERT'S way
Of blending whiskey traits.



4.

For CALVERT takes the best and makes
A whiskey that is right.
The blend's the same that won acclaim;
It's mellow, smooth and light!



BE WISE!

Clear Heads
Choose

Calvert

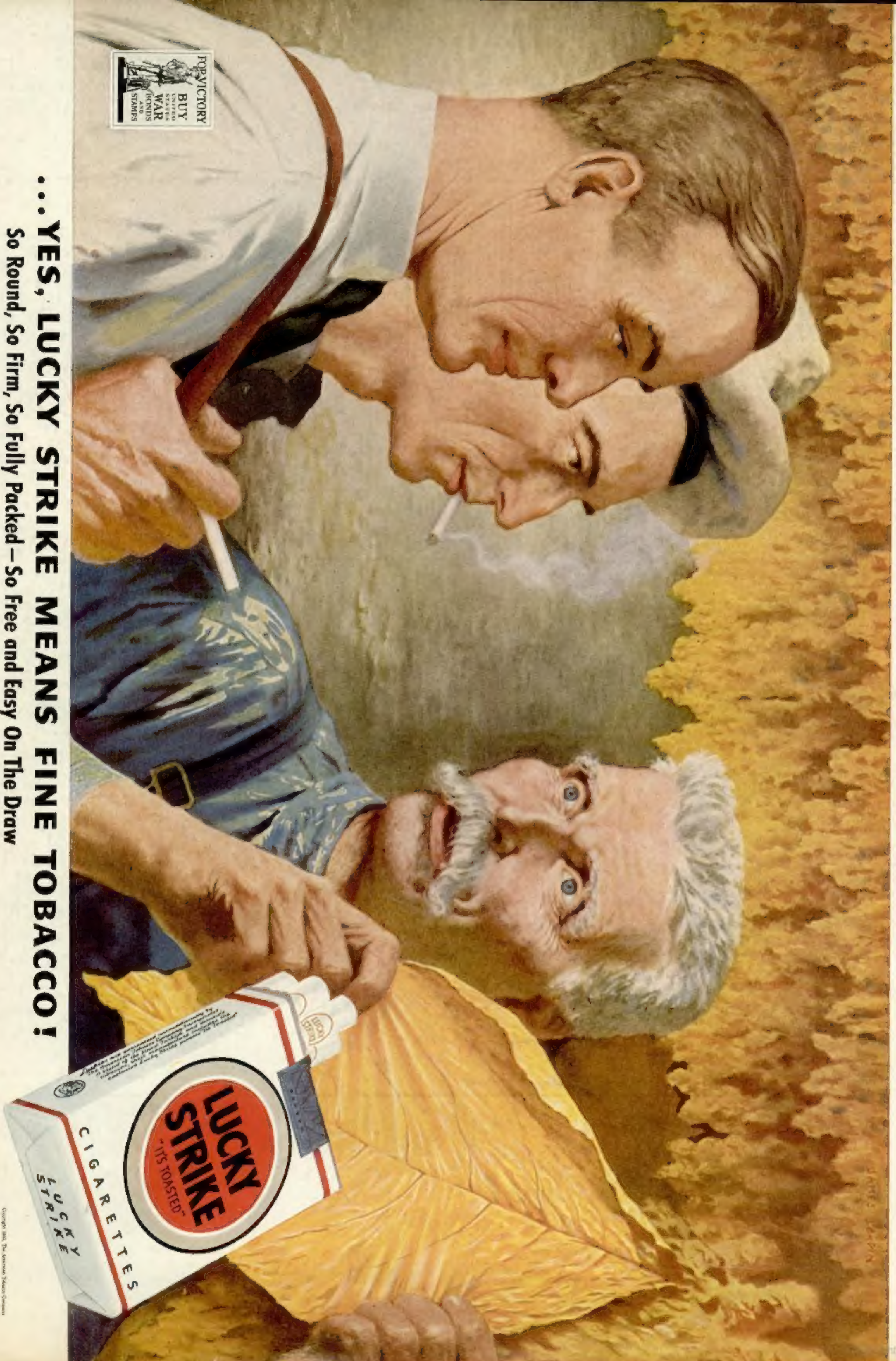
The whiskey with the "Happy Blending"



Calvert Distillers Corp., New York City. BLENDED WHISKEY Calvert "Reserve": 86.8 Proof—65% Grain Neutral Spirits...Calvert "Special": 86.8 Proof—60% Grain Neutral Spirits.

LUCKY STRIKE MEANS FINE TOBACCO!

"Tobacco Talk." Painted from life in the tobacco country by James Chapin



...YES, LUCKY STRIKE MEANS FINE TOBACCO!

So Round, So Firm, So Fully Packed—So Free and Easy On The Draw